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No. 21,312 號式拾壹百叁千壹萬式第 日壹廿月九年寅丙 HONGKONG, WEDNESDAY, OCTOBER 27TH, 1926. 禮拜六 號七廿月拾年五十國民華中 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

			O			E	O	E		
	A.M.	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	8.30	9.15	10.30	12.00	1.15	2.25	4.55	5.29	7.21
Yaumati ...Dep.	8.50	—	—	9.24	10.39	12.09	1.24	2.31	4.44	5.38	7.29
Shatin ...Dep.	7.02	—	—	9.36	10.51	12.21	1.36	2.43	4.56	5.51	7.42
Taipo ...Dep.	7.16	—	—	9.49	11.04	12.34	1.49	2.56	5.09	6.04	7.55
TaipoMarket Dep.	7.21	—	—	9.53	11.08	12.38	1.53	3.00	5.13	6.08	7.59
Fanling ...Dep.	7.32	—	—	10.03	11.18	12.48	2.03	3.11	5.24	6.19	8.09
Sheungshui..Dep.	7.38	—	9.07	10.07	11.22	12.52	2.07	3.15	5.28	6.23	8.13
Shumchun ...Arr.	7.42	8.45	9.13	10.13	11.28	12.58	2.13	3.21	5.34	6.29	8.19
Canton .. Arr.	—	12.20	—	5.20	—	—	—	—	—	—	—

	E						E	O	O		
	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	—	—	8.45	—	—	—	—	3.00
Shumchun ...Dep.	7.19	8.06	10.38	11.40	3.00	4.17	5.13	5.20	5.40	6.08	6.40
Sheungshui..Dep.	7.26	8.13	10.45	11.47	3.07	4.24	5.20	5.27	5.47	6.15	—
Fanling ...Dep.	7.31	8.17	10.49	11.51	3.11	4.28	5.24	—	5.51	6.19	—
TaipoMarket Dep.	7.41	8.27	10.59	12.02	3.21	4.38	5.34	—	6.01	6.29	—
Taipo ...Dep.	7.45	8.32	11.04	12.07	3.25	4.42	5.38	—	6.05	6.33	—
Shatin ...Dep.	7.58	8.45	11.17	12.21	3.38	4.56	5.51	—	6.18	6.46	—
Yaumati ...Dep.	8.12	8.57	11.29	12.33	3.50	5.04	6.03	—	6.30	6.58	—
Kowloon ...Arr.	8.20	9.05	11.37	12.41	3.58	5.16	6.11	6.04	6.38	7.06	7.20

SHA TAU KOK BRANCH.

			E	O		
	A.M.	A.M.	P.M.	P.M.	P.M.	
Fanling	7.45	11.30	2.20	3.20	6.25	
Shataukok	8.40	12.25	3.15	4.15	7.20	
			E	O	E	O
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shataukok	6.30	10.15	1.05	2.05	5.00	5.15
Fanling	7.25	11.10	2.00	3.00	5.55	6.10

E=SUNDAYS AND PUBLIC HOLIDAYS EXCEPTED.
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Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from MESSRS. THOS. COOK & SON, LTD., HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

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5,000	do.	100
10,000	do.	500

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CANTON UNDER THE LAST SHADOW OF THE BOYCOTT.

SIXTEEN DREARY MONTHS HAVE LEFT THEIR MARK.

[By LOUISE B. WILSON in the "N.-C. Daily News."]

The fact that everyone who goes to Canton talks about it after acquiring a number of conflicting themes for the recital seems at the present time in no way to lessen the general interest attaching to the activities of the South. Even the uninformed whose total knowledge about the Kuomintang policies centres chiefly round a thorough disapproval of the "Red" influence in China, will find ample to stimulate interest by a visit to Canton.

During the week immediately preceding the official ending of the boycott on October 10th a visitor to Canton, leaving Hongkong by one of the daily passenger boats operated by the Hongkong, Canton and Macao Steamboat Company could make the journey, beginning at 8 a.m. and ending about 3 p.m., without consciousness of disturbed conditions. Comfortable transportation on boats, having wide decks from which the beauties of the Pearl River passage can be enjoyed, make it possible also as a part of the service for a passenger to go aboard the boat the night before in Hongkong, to sleep in a comfortable cabin ready for the early morning departure. Breakfast and tiffin service is a part of the steamer's curriculum.

Running The Gauntlet.

Prior to the opening of the steamer berths on the Canton river front for foreign vessels, the boats of the Company anchored in the middle of the Canton harbour between the city and the island of Shameen, the latter of which might be reached by foreigners by means of a motor-launch service operated by an American whose prowess in "running" the boycott barricade has brought him a certain renown in South China. There were, of course, also private launches.

With feet firmly planted on Shameen one side of the burning question immediately becomes apparent. Even to one who has never seen the small foreign colony site of Shameen Island a pall of depression immediately obscures the horizon. A pretty banyan-shaded place is Shameen at all times. In boycott times it had an air of rather hopeless hanging on until something happened. Along the Canal side of the Island, the small thread of dirty water separating Shameen from Shakee of historic incident which is ever recurrent in the minds of Shameen residents at dinner party conversations, the atmosphere of definite malaise is even more marked. The Victoria Hotel situated on this foreshore has weeds and a general over-growth in the small garden front it overlooks. Gardeners, as other servants, have not been plentiful in Shameen during the past months. Traces of barbed wire and sand bag embankments are still visible. The visitor is shown the bullet holes relevant to the Shakee "incident" on the motar and masonry of not only the Hotel, but numerous houses and godown fronting the Canal.

Bridge and Bomb Stories.

In the lounge of the hotel more than likely a visitor from Shanghai will run on someone or other whose face is familar. A table of bridge will in all probability be arranged. Bridge seems to be the *piece de resistance* of Shameen, and a remarkable astuteness in the game has been developed during the troublous time when godowns were well stocked but idle.

In the course of general conversation it will probably develop that the Victoria Hotel, to all appearance no longer concerned with any form of aspersion directed against its hostel habits has not been lacking in historic incident. A lobby raconteur will have a happy half hour describing the trend of the times some two years back, when at a big reception given by the French community of the Island at the hotel in honour of the visiting governor of Indo-China, a frenzied Annamite hurled a bomb into the midst of the assemblage. Individual versions of the excitement on the day of the Shakee incident will likewise put in an appearance at this time. One gets the impression quite generally that during the business lull on the island, reminiscences and conversational aplomb have been developed.

Low Tide.

That the foreigners on Shameen are philosophic, almost good-naturedly so, is also evident. A walk round the island with a Shameen resident will reveal the fact particularly at the west and where just off shore can be seen the sunken houseboats of the foreign community who once upon a time found some of their chief enjoyment of life in a decidedly quiet outport in house-boat trips. The boats met their demise through the inroads of wind and typhoon weather during the time when no Chinese laodahs took an interest in the "The Love Nest" or "The Happy Hour" and the rest, which now have a bareribbed abandoned air at low tide and a somewhat less obvious one when the tide comes in. Not that this is really worthy of mention in view of some of the discomforts put up with by these same residents during the last months, but the sunken houseboats seem symbolic of the general low level of getting much fun out of existence on the Island, and the general isolation. Houseboating is no more. Whether it can be revived now that strike pickets have removed their obstreperous presence and foreigners are permitted to circulate more or less at will in Canton and the surrounding countryside can scarcely be supposed to have come up for discussion in view of more momentous things.

Shopkeepers Ready Enough.

That there was no danger attached to crossing the bridge dividing the British Concession on Shameen from Canton city and going into the city was evident to a visitor on the Saturday before the official end of the boycott. Under the guidance of Shameen residents the ivory and jade lanes of Canton were entirely accessible to a visitor, and there was no visible attention of interest on the part of local shopkeepers in a prospective customer.

What can hardly be left unmentioned in connection with a visit to Canton is the fact that one sees few Russians in the streets, considerable construction of new buildings, road repair work on the so-called boulevards of Canton's triple Bunds, and now and then detachments of what strikes the observer as detachments of boy cadets, but which turn out to the Chiang Kai Shek's "regulars," whose childish appearance belies their attainments.

In all probability if a foreign visitor to Canton wishes at least to make the acquaintance of the main officials of the Kuomintang, the man who will act as guide to the sacred precincts will be Maurice Cohen, who is as well known on Shameen as in Canton and who has been connected with the Southern Government since the days of Dr. Sun Yat Sen, whose body-guard he presumably was, and whose actual position in the present *regime* remains something of a mystery, but bears every evidence of being secure.

Canton's Explanation of Itself.

A Shanghai visitor to Canton during the period under comment was invited to a small tiffin party given by Miss Meiling Soong of Shanghai, sister to T. V. Soong, Minister of Finance, and Madame Sun Yat Sen, both of whom were present, as well as Mr. Eugene Chen. On the eve of the lifting of the boycott these individuals, directly concerned with the policies of their government, afforded sufficient interest to the visitor to make direct allusions to the policies unnecessary. It became apparent during portions of the widely varying conversation that words can be quibbled upon. "Anti-imperialism" is a different thing from "anti-foreignism," it appears. In response to definite questions it was explained that not only Russians, but a number of Germans have thrown in their lot with the Southern Government, proving that the South is not averse to co-operation with foreigners, it was pointed out.

Of general interest also was the narration of plans in connection with a "Kuomintang" paper in the process of organization. This will differ from the official organ the *Canton Gazette* in that it will carry news of general local and world interest. The completion of a large wireless station in Canton was linked up with this enterprise, it was said.

Fascism Not Sovietism.

Other information which could not have been heard however, without a tinge of amusement was the purported Fascist rather than the Soviet tendencies of the Southern Government. Mr. Eugene Chen is accredited with this statement, which is an interesting colour study and tends to show that the Cantonese consider black equally as good a colour as red.

From such casual contacts it can be seen readily that the average passer-through Canton is not likely to get any real inkling of the state of affairs. But the interest attached to the visit gives a sense of familiarity with the so-called Nationalist party, not to be acquired in any other way. The burning question as to what it is all about will, of course, remain in any case.

"KWANGCHOW'S" RESCUE WORK.

SIX JAPANESE FISHERMEN SAVED FROM SEA.

AN INTERESTING STORY DETAILED.

According to the *Straits Times* a thrilling story was detailed by Capt. J. D. Milne, master of the China Steam Navigation Co.'s *Kwangchow*, when that vessel arrived at Singapore following the rescue of six Japanese fishermen during the typhoon.

The *Kwangchow* was on a voyage from Amoy to Singapore with a large number of deck passengers aboard. Hearing of the typhoon the captain decided to put into Junk Bay, near Hongkong, and wait a day or two until it passed. For two days he remained at anchor, but the typhoon remained stationary, and fearing that he might run short of water and provisions with so many passengers aboard, the captain decided to put to sea again, and alter his course so as to avoid the storm.

In Distress.

This he did, meeting with abnormally heavy seas. About 4.30 on the 11th 90 miles S.E. of Hongkong he sighted a small fishing boat, which was obviously very near to destruction. He could not lower any boats to take the crew off because of the high seas running at the time, which would soon have rendered the plight of the rescuers worse than that of the fishermen.

He therefore decided to steam up to the boat and endeavour to take the men aboard on the port bow.

The first attempt proved unsuccessful, the wind catching the steamer and blowing it away, to use the captain's expression, like a balloon.

Men Rescued.

The second venture saw the men safely aboard. The crew of the steamer were gathered on the bows of the ship and the fishermen had barely caught the rope thrown to them when they were hauled on board.

The fishermen had set sail from Takai in the Island of Formosa, three or four days before their rescue, for the fishing grounds, which are about thirty miles from the island.

Their boat was driven by a petrol engine and they were accustomed to spending one or two days at the fishing grounds before returning. On this occasion they had taken their haul of fish and were preparing to leave for the island when the typhoon caught them unawares.

Usually these fisher-folk possess almost a sixth sense for dirty weather, but on this occasion the typhoon came with such suddenness that it gave them no time to make for the island.

They fought it as long as they could, but the tiny engine was unable to make headway against the tremendous seas, and eventually they ran out of petrol and were left to the mercy of the wind and sea.

Without Provisions.

For three days they ran before the storm spending most of the time without either food or water, and when they had given themselves up as lost, they sighted the *Kwangchow* and were rescued.

When interviewed by the *Straits Times* representative, Capt. Milne expressed the opinion that the boat could not have remained afloat much longer, and he was certain that it could not have lived through the night. It was full of water and would soon have sunk beneath the weight of the engine. Had it been constructed of steel instead of wood, Capt. Milne said, it undoubtedly would have sunk much earlier.

The whole of the crew consisting of six Japanese were saved, and were none the worse for their terrible adventure. One of them was suffering from a previously scalded foot, but after receiving treatment from the ship's surgeon he made a rapid recovery.

Credit Due.

It was a coincidence that the typhoon which so nearly robbed them of their lives was instrumental in bringing about their rescue, for otherwise the *Kwangchow* would never have sighted them, being a long way out of her course at the time.

The incident reflects the greatest credit on the captain, officers and crew of the *Kwangchow*, in carrying out such a delicate operation under such adverse and highly dangerous conditions.

The moment the men were aboard the ship had to go full speed ahead to prevent her from becoming unmanageable, which in itself is an illustration, far more expressive than words, of the difficulties that had to be faced.

On arrival at Singapore, the fishermen were placed under the care of the Japanese Consul-General, and they will be returned to Formosa shortly.

The Captain: "Another point aport, quartermaster." Fair Passenger (overhearing): "Gracious; that's the second pint of port he's called for within a few minutes! How these sailors do drink, to be sure!"

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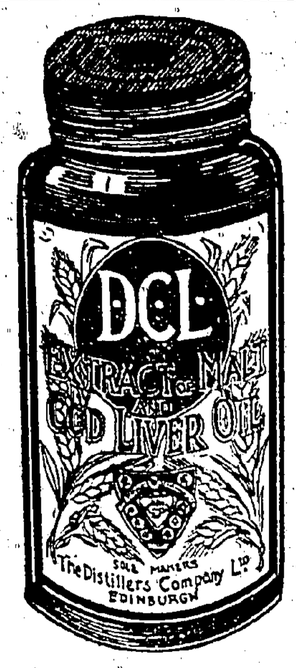

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A "CULLUD GEMAN" SENTENCED.

AMUSING LETTER DEMANDING NEW TRIAL.

WILL FONDEL'S CITIZENSHIP.

The case of Will Fondel, "coloured gentlemen" claiming to be Japanese through his having been born in Tokyo, came up for sentence in the United States Court yesterday afternoon (says the *N.-C. Daily News* of October 23rd), on four charges, 1, assault with intent to kill, 2, assault with a dangerous weapon, 3, ordinary assault and 4, battery. His Honour Judge Purdy passed judgment on the first and second counts handing down a sentence of one year and three months imprisonment in the U.S. Penitentiary at McNeil's Island.

Judge Purdy said that there seemed some question regarding the citizenship of the accused, but that there was no evidence against his alleged American citizenship.

"He speaks English fluently, has lived a number of years in the United States, and unless there is some logical evidence that he was born in Japan, the court will sustain his American citizenship. The American authorities have taken charge of him since he has been in Shanghai on three of four occasions in this court and it is assumed that the American government is responsible for him. Whatever question of mental soundness there many be, the prisoner speaks like a responsible rational being of apparent intelligence, and the best thing to do seems to send him back to America where he can be taken care of and his past more thoroughly investigated." Following this sentence was passed.

Fondel as Letter Writer.

A letter received by Judge Purdy after Fondel's conviction on October 19th, signed by the prisoner, caused considerable amusement when circulated after the court session. This was as follows:—

Mr. Judge: I, Willie Fondell, demands a new trial under said conditions:—

1.—To be tried by a cullud gentaman.
2.—Prosacutor to be silent during trial.
3.—To choose witnesses as I see fit.
4.—That the jailor who messed things up be barred.
5.—That all charges be dropped to a small lickker charge.
6.—That ma chow and cigg, allowance be raised herewith.

LI'L WILLIE.

THE CHINA COAST.

LATEST CHANGES IN OFFICER PERSONNEL.

The following are the latest changes in the officer personnel of the China Coast:

Mr. D. E. Brown, from reserve, has gone chief officer, *Antung*.

Mr. E. Griffith, second officer, *Fatshan*, has gone second officer, *Antung*.

Mr. A. W. G. Gibson has been appointed third officer, *Antung*.

Mr. G. S. Scott, second officer, *Kiukiang*, has gone second officer, *Ningpo*.

Mr. W. P. Learmouth, second officer, *Ningpo*, has gone second officer, *Kiukiang*.

Mr. E. R. Graham, from reserve, has gone second officer, *Liangchow*. Mr. T. P. Graham, second officer, *Liangchow*, is on reserve.

Mr. E. C. O. Bird, third engineer, *Sunning*, has gone third engineer, *Changchow*. Mr. A. Duncan, third engineer, *Changchow*, has gone third engineer, *Sunning*.

Mr. J. W. Bertram, sup'y second engineer, *Liangchow*, has gone acting second engineer, *Fatshan*.

Mr. L. A. Macfarlan, second engineer, *Kaying*, has gone to shore employment. Mr. D. Bogie, third engineer, *Kaying*, has gone acting second engineer same ship. Mr. H. J. Gosby, from reserve, has gone acting third engineer, *Kaying*.

Mr. J. Sinclair, sup'y chief engineer, *Antung*, has gone chief engineer, same ship.

Mr. E. D. Steen, from reserve, has gone second engineer, *Liangchow*. Mr. H. R. Stewart, from reserve, has gone third engineer, *Liangchow*.

Mr. A. W. Morris, third engineer, *Suiyang*, has gone third engineer, *Kwangtung*. Mr. W. J. G. Jones, third engineer, *Kwangtung*, has gone third engineer, *Suiyang*.

Mr. J. Turbyne, chief officer, *Cheongshing*, is on reserve. Mr. C. Nock, third officer, *Laisang*, has gone acting chief officer, *Cheongshing*.

Mr. N. H. Bennett, chief officer, *Mausang*, is on reserve. Mr. H. A. P. Meik, third officer, *Kumsang*, has gone second officer, *Hosang*.

Mr. H. C. Blaquire has been appointed third officer, *Kumsang*.

Mr. H. C. Goddard, second officer, *Hosang*, has gone second officer, *Yuensang*. Mr. D. A. Matheson, second officer, *Yuensang*, has gone chief officer, *Mausang*.

Mr. L. McWilliam, from reserve, has gone chief engineer, *Loongwo*. Mr. A. Buntain, chief engineer, *Loongwo*, has gone chief engineer, Fuhwo.

Mr. H. L. Lee, third engineer, *Kutwo*, has gone third engineer, *Hangsang*. Mr. J. Adam, third engineer, *Hangsang*, is on reserve.

Mr. F. Dunstan, sup'y second engineer, *Hangsang*, has gone sup'y second engineer, *Kutwo*.

Mr. R. H. Watt, third engineer, *Tingsang*, has gone third engineer, *Waising*.

Mr. W. J. Collom has been appointed chief officer, *Kwongtung*.

Mr. R. Elvidge, chief officer, *Wing Hong*, has gone master, same ship.

Mr. A. Aiken has been appointed chief officer, *Wing Hong*.

Mr. T. F. Owens has been appointed second officer, *Wing Hong*.

Mr. O. B. Wilks, from reserve, has gone chief officer, *Taiming*.—*Shipping and Engineering*.

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RANSOMED AFTER SIX MONTHS' CAPITIVITY.

After more than six months' captivity, the master and crew of a Hongkong trading junk have been released by the pirates into whose hands they fell, after payment to them of $430.

In his report to the police, the master states that while anchored at Kongmoon on April 14th last, his junk was attacked by 16 robbers, who came alongside in a launch.

The raiders were armed with rifles, and they ordered the master, his wife, and crew of eighteen (twelve men and six women) into the hold, over which they nailed down the hatch cover.

The junk was taken in tow to an unknown village in the Heungshan district, where they arrived on April 17th.

The master and his entire crew were then imprisoned in a cave under an armed guard, and were told to write to their relatives for ransom money. The master wrote to his uncle, and in compliance with the pirates' demands requested that the sum of $430 should be sent.

The ransom was paid over on October 12th, and the master and crew were released. They came by fishing boat to Macao.

The crew remained in Macao, but the master returned to Hongkong and reported to the police. He values his stolen junk at over $5,000, and the arms taken (the junk was well supplied with arms) at about $200.

RUBBER MARKET.

LATEST SHARE QUOTATIONS.

Messrs. Carroll Bros. have received the following quotations from Singapore:—

Allenbys	Straits $3.35
Alor Gajahs	3.05
Amalgamated Malays	4.90
Ayer Panas	14.30
Changkat Serdangs	10.60
Glenealies	3.00
Jeram Kuantans	1.90
Jimahs	2.90
Kedahs	4.70
Lunas	4.20
Malaka Pindas	2.95
Malakoffs	5.40
Mentakabs	0.64 c.d.
New Serendahs	5.15
Pajams	3.00
Sandycrofts	3.20
Tambalaks	1.55

DIVIDENDS.

Bukit K.B.: 7½ per cent. final.
Sunnyside: 15 per cent. interim.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	October 26th, 1926.
Hongkong Bank	$1,180 buy., 1,180/1,185/90 sa.
Do., London	£117 nom.
Chartered Bank	£21 buy.
Mercantile Bank, A. & B.	£29½ nom.
Do., C.	£13½ nom.
P. & O. Bank	£9½ buy.
East Asia Bank	$8½ nom.
Canton Insurance	$630 buy.
China Underwriters	$1.45 buy.
North China Insurance	Tls. 145 nom.
Union Insurance	$296½ buy., 296 sa.
Yangtsze Insurance	Mex. $36 buy.
China Fire Insurance	$200 buy.
Hongkong Fire Insurance	$810 buy.
Douglases	$20 buy.
H.K., C. & M. Steamboats	$29 buy.
Hongkong Tugs	$2 buy.
Indo-Chinas (Pref.)	$30 buy.
Do. (Def.),	$42 buy.
Shell Transports	90/- nom.
Star Ferries	$67 sel.
Waterboats	$15 buy.
China Sugars	$24 buy.
Malabon Sugars	$36 nom.
Benguets	$1½ nom.
Kailan Mining Ad.	40/- nom.
Langkats (combined)	Tls. 28 buy.
Do. (single)	Tls. 14 buy.
Shanghai Explorations	Tls. 4.80 buy.
Shanghai Loans	Tls. 9 buy.
Raubs	$4½ nom.
Tronoh Mines	80/- buy.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$125½ nom.
H.K. & W. Docks	$59 sa.
Hongkews	Tls. 177½ buy.
New Engineerings	Tls. 6½ nom.
Shanghai Docks	Tls. 123 buy.
H.K. & S. Hotels	$10½ buy.
Hongkong Lands	$85 nom.
Hongkong Realtys	$6 nom.
H.K. Territorials	$4 sel.
Humphreys Estates	$16½ sel.
Prince's Buildings	$39 nom.
Rural Lands	$1½ nom.
Ewo Cottons	Tls. 9.80 buy.
Orientals	Tls. 3.45 sel.
Shanghai Cottons (old)	Tls. 54 buy.
Do. (new)	Tls. 28 buy.
China Buses	Tls. 10½ nom.
Hongkong Tramways	$24½ buy., 25 sa.
Peak Trams (old)	$15½ nom.
Do. (new)	$7.60 nom.
Singapore Tractions	15/9 nom.
Taxis	$2 sel.
Amusements	$13 buy.
Canton Ices	$5 nom.
Cements (combined)	$13½ sel.
Do. (old)	$12 nom.
Do. (new)	$2 buy.
China Lights (combined)	$21½ nom.
Do. (old)	$14½ buy.
Do. (new)	$11½ buy.
China Providents	$6 sel., 5½ sa.
Constructions	$1½ nom.
Dairy Farms	$19 nom.
Dor A. Wings	$6 sel.
Hongkong Electrics	$66 sel., 64 sa.
Macao Electrics	$35 nom.
H.K. Ropes (combined)	$26 sel.
Do. (old)	$10 sel.
Do. (new)	$5 sel.
Lane Crawfords	$8 nom.
Mackintoshs	$19½ nom.
Sincares	$10½ sel.
United Asbestos	$20 nom.
Watsons (old)	$14½ nom.
Wm. Powells	$6½ nom.
Telephones	Tls. 4.35 sel.

buy.—buyers; sel.—sellers; sa.—sales nom.—nominal.

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Best Portland Cement.

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GENERAL MANAGERS,
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FINE OLD BRANDIES.

	PER BOTTLE (DUTY PAID.)
SPECIAL	$3.10
15 YEARS' OLD	4.00
30 YEARS' OLD	4.75
INVALID	4.85
GRANDE RESERVE (17th Century bottle)	5.25
1875 COGNAC (White Flint Hock Bottle—very special)	8.50

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[101

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown & Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for xtra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING JAPAN CHEMISTS.

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LIMITED.

TOKYO JAPAN

SOLE AGENTS:

MITSUI BUSSAN KAISHA LTD.

HONGKONG. [52

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 25th.

Paris	158½
Brussels	174½
Amsterdam	12.12
Berlin	20.37½
Copenhagen	18.25
Vienna	34.37½
Helsingfors	192¾
Lisbon	2 17/32
Buenos Aires	45 27/32
Shanghai	2/4½
Yokohama	2/0 7/32
New York	4.84½
Geneva	25.13
Milan	107½
Stockholm	18.15
Oslo	19.50
Prague	163½
Madrid	31.90
Rio	6½
Bombay	1/5 29/32
Hongkong	1/10½
Silver (spot)	24 9/16
Silver (forward)	24 7/16

NEW STEAMSHIP SERVICE.

KERR LINERS TO TOUCH AT MANILA MONTHLY.

Commencing with the sailing of the s.s. *Silverlarch* from San Francisco on January 10th, the Kerr Steamship Co., owners of the line of "Silver" vessels, will inaugurate a regular monthly steamship service to the Philippine and Straits Settlements, *viâ* Japan and China, states the *Manila Times*. Six vessels will be transferred to a purely trans-Pacific service, it has been announced, sailing from San Francisco to Kobe, Shanghai, Hongkong, Manila, Sourabaya, Samarang, Batavia, and Singapore, returning to Los Angeles and San Francisco *viâ* Java and the Philippines.

A round the world service will also be operated by the Kerr Company, commencing with the sailing of the *Silverash* from Los Angeles on November 14th. Six vessels will be maintained on this route also, it is said.

Foamite Firefoam

THE MOST EFFECTIVE FIRE EXTINGUISHER.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:

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"THE CORDAGE YOU CAN TRUST."

ESTABLISHED 1854

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TRANSMISSION OF POWER ROPE

CABLE LAID HAWSERS

WELL DRILLING CABLES

YNCHAUSTI ROPE FACTORY

MANILA

ROPES OF ALL SIZES FOR ALL PURPOSES

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY.

STOCKS ON HAND OF ALL SIZES; ENQUIRIES SOLICITED

FACTORIES:—MANILA, P.I.

HONGKONG OFFICE—KING'S BUILDING.

TELEPHONE CENTRAL 3165. A.P.B.

ON WELL-DRESSING.

Purists may say that there is no such word, but it is certain that in Hong Kong where the standard of "well-dressing" is as high as any other place in the East, a man or woman who is not well-dressed is immediately conspicuous—and not in a sense that gives any satisfaction to the person concerned.

However good and expensive clothes may be, if they are creased or shabby, one is not doing oneself justice, and especially now that it is so easy to keep a well-dressed and smart appearance with such a small expenditure of time, money and effort.

Just telephone Kowloon 1210 and instruct us to have creased or untidy clothes collected, and we will Press, Dry-clean or Dye them and if required will return them in from 6 to 10 hours.

THE PHILIPPINE SANITARY DYEING AND DRY-CLEANING CO.

14, JORDAN ROAD, KOWLOON. AGENTS IN HONGKONG.

[A.P.B.]

Always fresh and ready instantly

Horlick's is pre-eminently suitable for those times and places when fresh nourishing food is so hard to procure.

HORLICK'S THE ORIGINAL MALTED MILK

should be in every home. It is an excellent food for babies, a most valuable aid in the sickroom, and it makes a sustaining and invigorating food for all.

In 4 sizes of all Chemists & Stores

Representative—Mr. H. M. HODGES, P.O. Box 1371, Shanghai.

IS IT YOU? LET'S HAVE SOME TEA.

HOW A BANDIT CHIEF TREATED HIS PRISONER.

MR. FRED KWONG'S EXPERIENCES.

Mr. Fred Kwong, formerly of Melbourne but now resident in Hongkong, spent some time as a prisoner in the hands of bandits near Macao early this month.

Fortunately for Mr. Kwong, however, the bandit chief happened to be an acquaintance of his, and his experiences consequently were not very alarming.

When Mr. Kwong was first taken prisoner, the bandits demanded a ransom of $40,000.

According to our Chinese correspondent Mr. Kwong replied "nothing doing" or words to that effect.

In due course, therefore, he was taken before the bandit chief. "Oh," said the chief with a laugh, "Is it you? Let's have some tea!" One can imagine the consternation of the band at finding that they had simply brought in a guest to a tea-party, but the arrangement naturally suited Mr. Kwong admirably.

There was no further talk of ransom and he was subsequently set free.

Mr. Kwong's business takes him frequently between Canton, Macao, and Hongkong, and it was in one of his trips from Canton to Hongkong by way of Kongmoon, Macao, and ports *en route* when he was taken prisoner on board a native tow-boat.

Mr. Kwong's relatives had an anxious time when trying to locate him and their enquiries and search cost a fair sum, but no other expense was incurred.

Mr. Fred Kwong is a brother of Mr. William Kwong, an employee of the P. & O. Co.

DUCAL LIMITED LIABILITY COMPANIES.

THE DUKE OF DEVONSHIRE'S ESTATE.

CHATSWORTH TURNED INTO A COMPANY.

The Duke of Devonshire has turned his family estates into a company under the title of Chatsworth Estates, Ltd.

He is the seventh duke to take this step, which is necessitated by the crushing burden of taxation on large privately owned landed estates.

By turning his estate into a company a land-owner avoids excessive taxation, is enabled to deduct the running expenses of the estate from his income tax and puts more money into developing it, and avoids death duties when he dies.

So heavy are death duties on land at present that it is estimated that the bulk of privately owned estates must be inevitably broken up within three generations of ownership—hence the rush to turn them into companies.

Landowners who have already turned their estates into companies include the Duke of Portland (capital £730,000), the the Duke of Rutland (£500,000), the Duke of Marlborough (£200,000), the Duke of Grafton, the Duke of Buccleuch (£100,000), the Duke of Sutherland (£100,000), the Duke of Leinster, the Marquis of Zetland (£30,000), the Marquis of Northampton (£300,000), the Earl of Leven and Melville (£200,000), the Earl of Darnley (£50,000), Lord Methuen (£150,000), the Earl of Carnarvon (£200,000), the Earl of Moray (£312,500), Lord Dalmeny (£100,000), the Earl of Berkeley, the Earl of Portsmouth, Viscount Ullswater, Viscount Novar, Lord Leconfield (£400,000), Lord Howard de Walden, Viscount Wimborne, Lord Saltoun.

REFUSED FARES.

THREE TAXICAB DRIVERS FINED.

In charging three taxicab drivers before Major C. Willson at the Central Magistracy yesterday with refusing to accept fare, Sub-Inspector Alexander mentioned that Col. Robertson sent a man to fetch a taxi and all three refused to go.

A messenger from the Hongkong Club gave evidence of approaching each of the men in turn at the Pedder Street stand at 8 p.m. on October 18th only to be met with an excuse.

The first defendant in explanation said that his lights had gone wrong, another that his tyres were out of order, and the third that oil was leaking out of his car.

His Worship, in imposing fines of $10 on each of the defendants, remarked that these excuses pointed to a general reluctance to go for some reason which he could not understand.

ETON PRAISED BY THE EX-KAISER.

ADMIRATION FOR ITS "YOUNG BRITONS."

The ex-Kaiser pays a tribute to British school-teaching—he mentions Eton—in this week's instalment of his "Early Life," published in *The Spectator*.

Comparing his fellow students in Germany with "the manly and athletic lads at (say) Eton," he says that the comparison was not one to give him any pleasure.

"The young Britons," he writes, "had learned much less Latin and Greek, but they were inspired with the idea of making Great Britain still greater and stronger. They dreamed of new Colonial conquests, of exploring unknown regions, of expanding British trade, and of acting as pioneers for their Fatherland, with the slogan 'My country—right or wrong.'"

A Failure.

Afterwards, says the ex-Kaiser, he contended for reform in the school-teaching of German youth. The reform did not materialise in the shape he wanted and did not attain the aim he proposed.

"To what degree," he adds, "this neglect contributed to our downfall will probably become clearer to future generations."

A visit he paid to Balmoral was "precious," he writes, as being the occasion of an extraordinary proof of Queen Victoria's attachment to him—she granted him permission to wear the Royal (Stuart) clan tartan.

When he said good-bye, the Queen referred to the Prince Consort.

"She patted me on the shoulder," he says, "and gazing dreamily into the distance, said, 'My dear boy, never forget him. Your grandfather was the best man in the world. Try as much as you can to become like him. God bless you.'"

Dickens, he says, was one of his favourite authors.

PREPAID "WANTED" ADVERTISEMENTS.

TO LET.—FIRST CLASS EUROPEAN RESIDENCE, 3, McDONNELL ROAD, 2 Storied, with Garage. 'Phone, Light, Gas Installed. Moderate Rental.—Apply Box No. 208, *c/o Hongkong Daily Press*. 208

STAR

CONTINUOUS 5.15—8.45 and 9.20 p.m.

CONSTANCE TALMADGE

IN

"POLLY of the FOLLIES."

Absolutely Final Showing

OF

The Wonder Film of the Year!

TO-DAY at 2.30, 5.10, 7.15 and 9.20

DOUGLAS FAIRBANKS

IN

"THE BLACK PIRATE"

More than 20,000 people have already seen it here, do not miss your very last opportunity!

QUEEN'S

WORLD

Wednesday till Friday

At 2.30, 5.15, 7.15 & 9.15

Mary Pickford Now As An Eighteen-Year-Old Spitfire

Again depicting a grown-up role Miss Pickford appears in her newest and greatest photoplay in a type of portrayal long and greatly admired by millions the world over.

Her wonderful smile changes in an instant to a tempest of anger and stamping of feet to as swiftly turn to pleas for pardon.

A splendidly romantic story rich in comedy, alive with thrills, replete with action, with Mary Pickford in a daring horseback ride.

THE NAVY'S CHOICE

Coates ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

BATH ROBES
SLIPPERS
JAEGER GOWNS

EXCEPTIONAL VALUE IN

PYJAMAS

Light or Medium weight Ceylon Flannel in smart striped designs. Cut very full and roomy to ensure perfect comfort in wear.

$8.00—$9.50 Per Suit.

Heavier weights $11.50—$17.50 Per Suit.

WE ALLOW 10% DISCOUNT FOR CASH.

MACKINTOSH & CO., LTD.

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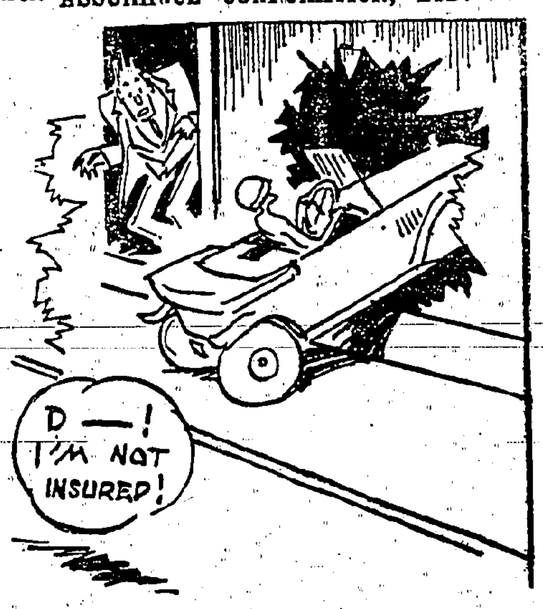
By Appointment GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD. By Appointment



This might happen to your
Plate Glass TO-DAY!
Ask for Rates TO-DAY.

Agents:
JAMES H. BACKHOUSE, LTD.
1A, CHATER ROAD (3RD FLOOR).

[A.P.S.]

RICHNESS OF TONE.

After long experiment, the Victor Company has created in the Orthophonic Victrola an instrument whose tone is ideal for the home. There is no blaring, no harshness. The tone of the Orthophonic Victrola is rich, clear and full——the tone of *realism*. We invite you to call and listen to this wonderful instrument.

S. Moutrie & Co., Ltd.

Victor Distributors.

WHITEAWAY'S

JUST RECEIVED.

NEW DOWN QUILTS—SPECIALLY SELECTED DESIGNS.

Size 3½ by 2½ feet	... ...	$12.50 to $ 17.50
„ 6 by 4 feet	... ...	$20.50 to $ 97.50
„ 6 by 5 feet	... ...	$23.50 to $ 54.00
„ 7 by 6 feet	... ...	$42.50 to $130.00

NEW STOCK—REAL WITNEY BLANKETS.

Size 54 by 76 inches	...	$19.75, $25.50 and $57 50 pair.
„ 66 by 86 inches	...	$33 50 pair.
„ 84 by 104 inches	...	$42.50 and $79.50 pair.
Child's Cot Size	...	$10.50 pair.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

ANNUAL HARBOUR RACES.

NEW CHINESE CHAMPION.

LADIES' EVENT TO-DAY.

The Chinese event yesterday afternoon heralded the opening of the Annual Harbour Races this year—the sixteenth—with the old and familiar features of this sporting attraction, and although it was not the most important of the three-day programme, there were the usual crowds at Kowloon to see the start, and at the V.R.C. side to watch the finish, ready to cheer and encourage the plucky and spirited competitors.

Yesterday's event, as is generally known, was confined to Chinese. Ten competitors, all of whom finished except one, faced the starter at Kowloon, a late entry (Yeung Yuen Wah) having been accepted. The result of the race was a new champion in the person of Wong Boon Hin, of the Hongkong University, winner of the Chinese 880 Yards Championship of the Colony, 1926, and who entered for the first time. He showed his heels to Tan Chi Hin, winner of the Chinese Harbour Race held at North Point earlier in the month, who was favourite, and Wong Ping Fan, last year's winner and also Leung Siu Man, winner in 1923. The winner's time was 36 mins. 35.4/5 secs. which does not compare favourably with those on record. Last year Wong Ping Fan swam the distance in 31 mins. 10.4/5 secs., in 1924 Leung Tit Sang in 31 mins. 52.4/5 secs. and in 1923 Leung Siu Man in 34 mins. and 3 secs.

Ideal Conditions.

Weather conditions were all that could be desired. The competitors were favoured by a bright sunshine, warm water and the absence of any disturbing current or wind. The only factor against them was slightly choppy water. Unfortunately, most of the swimmers exaggerated the flow of the current from Lyeemun and the force of the slight North-East wind, and took a farther eastward course than was necessary. The winner, however, took the medium (golden) course and using the overarm stroke and leading right through, finished fifteen yards in front of Wong Ping Fan who took the best course; while Leung Siu Man and Tan Chi Hin, third and fourth respectively, took the most eastward course.

The Race Described.

Owing to an unaccountable delay, the launch did not leave Murray Pier with the competitors, officials and friends until 5.05, instead of 4.45. The race was started at 5.18 by Mr. D. Lyon, the Hon. Secretary of the Victoria Recreation Club, and all the competitors swam eastwards immediately, Leung Shiu Man and Tan Chi Hin headed for Wanchai, being followed by Li Fuk Fai and Chan Yip Shuen. Wong Boon Hin, the winner, also made a marked deviation from the straight course and was followed by the others except Wong Ping Fan who deflected the last. Eight minutes from the start, the competitors were spread out on a front of some one hundred and fifty yards, with Wong Boon Hin swimming strongly, over-arm, leading. Leung Shiu Man and Tan Chi Hin, almost abreast were next and Wong Ping Fan using the beast stroke which he kept from the beginning to the end, fourth. The relative positions were not changed at mid-harbour except that Tan Chi Hin and Leung Shiu Man were changing positions alternatively. Wong had in the meantime increased his lead considerably and Fung Lee Tsang, the only one failing to complete the course, retired at this stage on account of an attack of cramp.

The Finish.

The spectators from the Hongkong Praya Wall, who could see the last quarter of the race, sighted Wong Ping Fan first, as the others were all hidden from view by the V.R.C. house. Wong Boon Hin, however, came into the straight first with his lead considerably reduced, having had to swerve in from eastwards. Still using his over-arm stroke he finished strongly fifteen yards in front of Wong Ping Fan. A race was seen between Tan Chi Hin and Leung Shiu Man, who had been challenging each other throughout the course, for the third place. Entering upon the straight, with the former leading, both swam strongly. Leung Shiu Man, who had till then used the side stroke, took up the crawl and beat Tan Chi Hin in the last thirty yards amidst much cheering. Yeung Yuen Wah, the last entrant, finished next and the others came in slowly afterwards.

Finishing Times.

The order of finishing and the correct times are as under:—

		mins.	secs.
1.	Wong Boon Hin	36	35.4/5
2.	Wong Ping Fan	37	17.4/5
3.	Leung Shiu Man	37	45
4.	Tan Chi Hin	37	50
5.	Yeung Yuen Wah	41	57.2/5
6.	Li Fuk Fai	43	50
7.	Lau Shut Kan	44	8
8.	Hui Yue Cheong	47	45
9.	Chan Yip Shuen	50	30

Mr. C. J. Cooke and Mr. G. B. Witchell together with the Hon. Secretary acted as judges for yesterday's race.

The Water Police did very useful service in keeping the course clear of traffic during the progress of the race.

To-day's Event.

The race to-day is confined to ladies who will compete for the "Manuk" Challenge Cup, presented by Mr. M. Manuk, of the Dairy Farm Ice and Cold Storage. Only four have so far entered but entries will be accepted any time to-day before the race. The names of the competitors are:—Miss G. Brown, Miss M. White, Miss P. Hunt and Miss D. Hunt.

Swimming Notes.

Mrs. Stirling will be unable to present the prizes at to-morrow's Night Fête.

CRICKET NOTES.

I have been asked to mention that there will be a practice in the middle of the ground for the following at 4.30 p.m., or earlier if possible, this afternoon, Wednesday: Messrs. R. Hancock, H. Owen Hughes, A. C. I. Bowker, Capt. Bridgeland, E. J. R. Mitchell, E. C. Fincher, F. C. Goodwin, A. W. Hayward, S. Jex, Major Lightfoot, Captain E. W. Morris, H. V. Parker, A. W. Ramsey, E. B. Reed, A. A. Rumjahn and J. A. Summers.

Those who are interested in divining our probable eleven should undoubtedly come along to watch as things are beginning to narrow down a good deal. The question of the wicket-keeper is very difficult, as last Saturday upon the slightly faster wicket, Ismail did not show to so much advantage as previously. One thing he must learn and that is that if he is going to stand back he must be right back with the slips and not in that stupid half-cock position where he is too far back to stump and to near up to have a good chance of catching the fast ones. This is one of the most elementary rules of keeping wicket. I still prefer him to Jex however; the latter is being tried to-day, I see. It is to be feared that in the end the Goodwin knot will be cut by the substitution of Pearce as stumper, which in the view of many will be a grave mistake.

Another interesting question will be as to whether the Selection Committee will find it possible to include both Reed and Goodwin in the sides. Neither can be termed a reliable bat, and both are excellent length bowlers. Of course, if Reed is fit, there is no question about his inclusion in the side.

I am glad to hear that Ramsey has been out at nets since his accident and tender my respectful admiration to the shock-absorbing qualities of his frontal bone.

Leach, the new-comer, will not be out this afternoon I am sorry to see—but in the short time at his disposal Hancock is wise not to overcrowd the practice. But I want to see him out again. He may find his length later on and I am not quite sure whether he is not a shade faster than Bowker. On a hard wicket we should have room for them both as bar batsmen of the calibre of Barret and Donald Leach, I fancy the Shanghai bats share the views of Algernon Feverell on fast bowling—especially on a fiery Hongkong pitch.

This by the way is one of the pulls we have in playing at home. The majority of batsmen find it far easier to accustom themselves to a slow wicket after a fast one than the reverse. And there is no doubt that the average Hongkong wicket is far faster than the one at Shanghai.

I have just been informed that the third position on the Selection Committee has been offered to Lieut.-Colonel Cantrell, R.M.L.I., of H.M.S. *Hawkins*, and that he has consented to act. Colonel Cantrell, besides being a very fine bowler and a sound batsman, has an excellent knowledge of the game, and the Hongkong Cricket Club are very fortunate to secure the benefit of his advice upon what is admittedly a most difficult question.

R. ABBIT.

THE NEXT RACE MEETING.

THE HANDICAP WEIGHTS.

IN THREE EVENTS.

Weights have been allotted for the handicap events in the Jockey Club's 5th extra race meeting on November 6th, as follow:—

2ND RACE.—SHEK O HANDICAP "A" CLASS.—1 Mile.

	lbs.
Saligia	175
The Regent	157
Lady Luck	156
Home Call	156
September	152
The Geezer	151
Dobbin	150
Rothesay	144
The Sand Piper	140
Boston	139

[N.B.—If the top weight does not accept, all weights to be raised 7 lbs.]

5TH RACE.—SHEK O HANDICAP "B" CLASS.—1 Mile.

	lbs.
The Gomeril	165
Sunburst Rose	160
Mowgli	157
Beldorney Star	154
Tutix	154
Demon Boy	153
Reynolds	152
Loch Rannoch	148
Saracen	145
Barley Grass	144
Grey Streak	136
Nell Gwyn	133

[N.B.—If the top weight does not accept, all weights to be raised 7 lbs.]

7TH RACE.—SHATIN HANDICAP.—1¼ Miles.

	lbs.
Grey Knight	165
Total Abstinence	160
The Geezer	158
Dobbin	157
The Gomeril	156
Arabian Parrot	154
The Gnome	152
Sunburst Rose	151
Boston	146
Beldorney Star	145
Demon Boy	144
Reynolds	143
Saracen	136
Grey Streak	127
Rechabite	126

[N.B.—If the top weight does not accept, all weights to be raised 7 lbs.]

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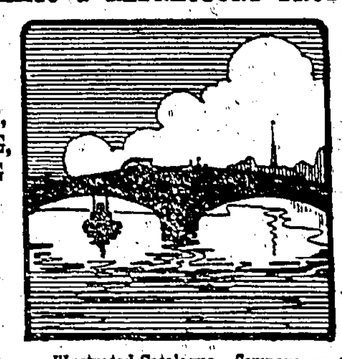

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FAREWELL TO EAST SURREY REGIMENT.

BATTALION'S EXCELLENT RECORD.

PROWESS IN THE REALM OF SPORT.

Much has been written lately with regard to the departure of the 1st Battalion, the East Surrey Regt. This takes place to-day, and the Battalion embarks on the troopship *Neuralia* this morning, as announced in another column, for India.

They depart from Hongkong, after a period of three years service in the Colony, leaving behind them a fine record. During their stay here the whole regiment, officers, N.C.O.'s and men earned the goodwill and respect of all.

That the Battalion is highly efficient, was proved a the recent Trooping of the Colour, and further, it has excelled in the realm of local sport.

The Battalion came here from Egypt, and, as stated, now go to India, where they will put in another three years' term.

The Commanding Officer.

Brevet Col. F. S. Montague-Bates, the Commanding Officer of the Battalion, served in the S. African War (1900-1901); S. African Constabulary (1902-1906); specially employed with the Canadian Forces (1910-1912) and in the Great War saw continuous service from October, 1914 to the Armistice and from the Armistice to September 1922.

In France and Mesopotamia Col. Montague-Bates commanded the 2nd Queen's Road West Surrey Regt., the 2nd Royal Warwickshire Regt., the 2nd East Surrey Regt. and the 12th Cheshire Regt.

In the Army of the Black Sea, with which Col. Montague-Bates saw continuous service from August 1916 to November, 1920, he commanded the following Infantry Brigades: 77th, 83rd, 66th, 81st and 83rd. At the Montague-Bates Relief Force operations (Ismia) he commanded the 242nd.

Col. Montague-Bates was Commandant, Dublin Castle (1921); Commandant Irish Border, January to September, 1922; Commanded the Kingston-on-Thames Depot to December, 1923 and has been attached to the 1st East Surreys from 1924 to date.

Col. Montague-Bates was six times mentioned in despatches, C.B., D.S.O., Brevets of Lieut.-Colonel and Colonel, Legion of Honour, Croix de Guerre with palm and Greek Order of Medeeni.

The second in command of the Battalion is Major R. S. S. Paton; the Adjutant, Capt. J. O. Carpenter, M.C., and the following Company Commanders, Capt. E. J. A. Clarke, M.C. (A. Co.); Major Drake (B. Co.); Capt. G. E. Swinton, M.C. (C. Co.); Major H. V. Baylis, D.S.O., M.C. (D. Co.); and Headquarters Wing, Lieut. C. J. Yeo.

The Band.

The band of the East Surreys has rendered many services to the Colony, playing at various charity concerts, for dances, and at various local functions during the time that the Regiment has been here. Their former bandmaster, Mr. Bradshaw left Hongkong earlier this year, and the band is now under the baton of Mr. D. B. Dowle, with the bugles and drums under Sergeant-Drummer French.

Service of Men.

The men of the Battalion rendered yeoman service on the occasion of the Hongkong Hotel Fire on New Year's Day, and during the strike, and on several other occasions their services have been requisitioned, and found of much value.

The Battalion has provided many guards of honour on the occasion of important functions since they came here.

Popular Battalion.

The Battalion has proved to be very popular, a popularity earned by the courteous manner of the men on all occasions, the efficiency always shown, whatever engaged in, and the fine precision with which they have carried out various ceremonial parades.

Football Record.

The football record of the Battalion comprises the Challenge Shield of 1924 won in the final against Kowloon; the defeating of Mr. Dyer's XI. (comprising European residents in Kowloon); the defeat of the 1/East Yorkshire Regt. (passing through to N. China); and the defeat of the Loyal Regt. (passing through on their way to India).

The Surreys were defeated in March this year by Kowloon in the final of the Senior Shield.

(*Continued on next Column*).

DEPARTING SPORTSMEN.

FAREWELL DINNER AT C.C.C.

A farewell dinner in honour of Messrs. D. Fritz, and H. Dennis, of the Pay Command Office, and Q.M.S. Jacob, of the Royal Engineers, who are leaving the Colony shortly, was given on Monday night by the Craigengower Cricket Club.

These gentlemen are well-known in local sporting circles. Mr. Fritz's prowess as a batsman and bowler will be remembered by all. He is also well-known as a fine lawn bowls' player.

Mr. Dennis has always been in the forefront at every bowls' game, and his departure will be a great loss to the club.

The left-handed bowler for the Army, Q.M.S. Jacob, will also be greatly missed.

The gathering was a very merry one, and was attended by about 70 to 80 members and friends.

Mr. B. W. Bradbury (President of the Club), in a few well-chosen words, complimented the departing guests on their fine sportsmanship, and expressed his regret at losing three such good sportsmen.

Messrs. Fritz, Dennis and Jacobs all made suitable responses in their characteristic way, thanking the hosts and friends for the pleasant time provided.

Messrs. D. C. Logan with members of the Scottish Company, H.K.V.D.C., Johnson, Bradbury, Witkowski and many others entertained the party until well after midnight, when it broke up amidst much singing and cheering.

FOOTBALL.

KOWLOON *v.* "HERMES."

The following team will represent Kowloon in a friendly fixture with the R.A.F. Hermes on the Kowloon ground to-morrow evening:—

Nicholls; Young and Baldwin; Miles, Hedley, and Clews; Pile, Vickars, Wheeler, Adams and Eastman.

The Surreys won the final of the United Services League (1925-26) by defeating the R.A., and won the Hongkong Cup for the League (1924-25) and were runners-up the following year.

The Battalion was represented in the 1925 Interport football team by six men; in the Army football by 9 men; in the U.S. team by 6 men and has furnished the winning Company in the Garrison Football Cup for three years in succession.

In running, Capt. C. D. Armstrong, M.C., won the Marathon at the V.R.C. sports (April, 1924).

Other Sports.

The Surreys have maintained a consistent record of sportsmanship in their games and have turned out several players who have been of service to the Colony. C.Q.M.S. Stripp created a record for the Colony by keeping wicket in all interport matches whilst the Battalion has been in Hongkong. Capt. Armstrong went to Shanghai with the 1925-26 Interport team.

The Col. Montague-Bates Cup cricket matches have been keenly contested.

Hockey and Boxing.

In hockey the Surreys defeated the Submarines and H.K.S.B. in the final matches for the U. Services Shield in 1924, drawing with the E. Yorks and losing to the *Hawkins* in 1925 and defeating the Hongkong Club, the H.K.S.B. and the K.O.S.B. in 1926. They lost to the Panjabis.

The inter-Company and Platooon boxing matches during 1924 and 1925 were well attended, several tournaments being held.

Shooting.

At shooting, Major Drake won the championship of the Colony at the Volunteer shoot and Corpl. Meaker secured the best score at 600.

C.S.M. Estall won the Soldiers' Challenge Cup.

The Battalion won friendly shoots with Kowloon Docks and Taikoo Docks and Major Drake drew with Sgt. Wilson, R.M. for the revolver championship.

The Young Soldiers' Cup (A.R.A.) was also won by the Battalion.

All the above were in 1924).

In 1925 there was little shooting owing to the strike but the Battalion was placed in the Hopton Cup and Royal Irish Cup (A.R.A.) Pte. Murrell won the Soldiers Club Challenge Cup.

In 1926 Pte. Reeves won the Soldiers' Club Challenge Cup and a return shoot with Kowloon Docks was also won.

RUMOURS REGARDING CHIANG KAI SHEK.

STATEMENT THAT HIS LEG HAS BEEN AMPUTATED.

TREND OF AFFAIRS IN CANTON.

GRADUAL IMPROVEMENT IN TRADE POSITION.

Reports have been floating round for the past ten days that General Chiang Kai Shek was either dead or wounded. Some measure of confirmation is given to such rumours by a *Reuter* telegram from Shanghai, dated October 26th, which says:—

With reference to the consistant reports that General Chiang Kai Shek has been wounded, a message from Kiukiang states that a doctor has arrived there who alleges that Chiang Kai Shek was shot in the arm and leg; while an official report is stated to have reached Marshal Sun Chuan Fang's Headquarters that Chiang Kai Shek is in the American Hospital at Changsha and that his leg is to be amputated.

General Chiang Kai Shek has certainly not been much in evidence recently and, according to Chinese reports, no dispatch has been signed by him for some time past; operations in the field, it is said, are being directed by General Gallent.

Our Chinese correspondent states that a regulation has been issued in Canton forbidding the publication of the announcement of the death of any military officer at the "front" and families are instructed not to carry out the usual funeral rites. As might have been expected such a regulations has given rise to many more rumours.

PICKETS.

The reports regarding the trade situation are a little conflicting but generally satisfactory.

For example one correspondent states that unarmed pickets have appeared again outside of Shameen and that pickets, with rifles, have been stationed outside their former quarters opposite the Hongkong, Canton and Macao Steamboat Company's wharf.

Another correspondent writing on October 25th says:—

The boats in the Shaki creek have returned to their usual stations after an absence of sixteen months and the creek has now regained its normal appearance.

Raw silk is beginning to come into Shameen. The silk merchants have arranged matters with the Authorities and the former picket impost of $15 has been cancelled. I understand that a surtax of $10 will be imposed, but this information lacks confirmation. I do know, for certain, however, that the Authorities are endeavouring to get the strikers out of the foreign properties which they have been occupying in the City, and it is expected that all of them will be shortly moved to the new quarters being erected at Fongtsuen and on the Eastern Parade Ground.

It was reported in the *Daily Press* on Monday that Chinese police in plain clothes had been searching people going out from Shameen. It is possible that these police may have been confused by our correspondent with pickets. Little importance either is attached to the fact that pickets, with rifles, have re-appeared on the Bund, and it is understood in commercial circles that they will shortly be removed by order of the Government.

CARGO.

The river traffic is proceeding satisfactorily. All the boats are carrying large numbers of passengers and the *Tung On* and *Sai On* particularly always have very good cargoes. The *Taishan* took up a fair amount of cargo yesterday morning. Cargo also is at last beginning to move slowly into the Canton godowns ready for shipment and boats from Northern ports are coming through with fair quantities for Canton. The movement is slow but there is movement, and merchants and shippers alike appear to be satisfied with the prospects. The through train service to Canton is also being well patronised.

OPINION IN CANTON.

THE CHEKIANG FACTION IN POLITICS.

COMMENT ON RETURN OF MR. WANG CHING WEI.

"A MORE SUBMISSIVE FOLLOWER OF BOLSHEVISM."

[FROM OUR CHINESE CORRESPONDENT.]

An order of the Kuomintang General Headquarters in Canton forbids all publication of the deaths of military officers on the Hunan-Hupeh-Kiangsi "front," and prevents families from holding rites for the dead. This order has been responsible for the circulation of many unfavourable rumours regarding military operations. Among those who are now said to have died are General Chiang Kai Shek, the Kuomintang Chairman and Commander-in-Chief, and Division Commander Wang Pa Ling, chief of the Cadet Corps. According to some reports the latter was executed on the field according to martial law by order of General Chiang. There is, of course, no way of ascertaining whether such reports have any foundation in fact.

Opinion in many Chinese circles, however, is that although General Chiang Kai Shek may be still alive he is dead politically as far as the Kuomintang is concerned, unless he retrieves his position in Kiangsi in some startling manner. Mr. Wang Ching Wei, who was Chairman of the Kuomintang in Canton before he was forced out by General Chiang, is now being welcomed back and it is considered certain that with the fall of General Chiang the Chekiang faction of politico-militarists, who have dominated Canton for the year past in co-operation with the Soviet High Commission to South China, will have to withdraw. M. Borodin, head of the Soviet Commission in Canton, is said to have expressed a willingness to work again with Mr. Wang Ching Wei, and according to the *vernacular* press comments Mr. Wang Ching Wei will prove a more submissive follower of Bolshevism than General Chiang Kai Shek.

For the next few weeks developments in Canton will be extremely interesting. Kuomintang agents sent out to cause disaffection among enemy troops have not in every case succeeded, and workers and students commissioned by certain cliques in the Kuomintang to promote the extension of the anti-British boycott have failed to achieve any success or far.

A Test Case.

Mr. Li Chang Tet, the Canton Chief of Police, who was appointed by General Chiang Kai Shek without consulting Mr. C. C. Wu, then Mayor of Canton, may be relieved of his post, as there is no longer any strong backing for him. He has been invited to resign, but he says that he will consult General Chiang first. Ordinarily the appointment of a chief of police is a municipal affair, but in this case, his suggested removal is regarded as a challenge to the power of a leader and the matter is being watched with considerable interest. Mr. Li has just discharged from service nearly 200 men who were enjoying the title of detectives or plain service men, leaving less than one-half of the original force of superfluous men on the pay-roll. The two secret agents stationed in Hongkong are to be recalled.

War Taxes.

The war taxes in Canton now follow one wherever one goes. On landing at Canton and going to a hotel, one has to pay a war tax of 20 per cent. on the hotel bill; on taking meal at a restaurant, there is a 10 per cent. meal tax on the cost of food consumed or wine drunk; on going to an entertainment there is a 30 per cent. extra charge on the ticket; on taking a trip to Fatshan by the Canton-Samshui railway—30 per cent. extra charge; on leaving the city by a Chinese boat—20 per cent. tax on the ticket; and when carrying goods on leaving, besides the regular Customs duties for export, the traveller has to pay 2½ per cent. surtax on ordinary goods and 5 per cent. on luxuries to the Kuomintang. A package of cigarettes or a bottle of aerated water bought in Canton has now a duty stamp attached to it.

Latest Canton Police figures, compiled before the anti-British boycott was removed, show that, in Canton City proper, Americans formed the largest foreign colony. Within purely Chinese jurisdiction there were 12 British households with 67 residents; 12 Russian households, 32 residents; 12 French households, 27 residents; 29 Japanese households, 83 residents; 53 American households, 116 residents. Altogether fourteen different foreign nationalities are represented, the total number of foreign residents being 455, male 301 and female 154.

The Wuchow Water Works, formerly a private owned business, has been taken over by the newly formed Wuchow Municipal Directorate, and this has caused strong opposition from the original shareholders. Many Hongkong Chinese merchants are interested in the plant, and they are now forming plans to safeguard their interest. The Electric, it is said, will also be taken over by the Kuomintang leaders in Wuchow.

The Postal Workers Demands.

Replying to the Kuomintang demands for an increase in the wages of the outdoor postal service staff and others, in Canton, the Chinese Post Office has informed the Kuomintang leaders that in 1925, some $490,000 was paid to about 1,700 postal employees of all classes in Canton; and in 1923, $620,000 or more. Should wages be increased as now requested the wages bill in 1927, would be approximately $1,220,000.

RECEPTION ON S.S. "TAISHAN."

KUOMINTANG OFFICIALS DECLINE INVITATIONS.

LITTLE CARGO AND FEW PASSENGERS.

AGITATORS STILL BUSY.

A reception was held on board the s.s. *Taishan* yesterday afternoon prior to leaving on the return voyage to Hongkong from Canton, whence she had sailed on the previous day. The reception took the form of a tiffin.

Mr. Eugene Chen (Acting Minister of Foreign Affairs to the Kuomintang Government) and two other Government officials had been invited to attend, but they did not put in an appearance.

The Consular Body was well represented, including Dr. F. M. M. du Horta, the Portuguese Consul, who is the doyen of the Consular Body at Canton. Others present were Lieut.-Commander Hall-Smith (Acting Senior Naval Officer), Colonel Hayley Bell (Commissioner of Customs), Mr. M. A. Annett, Mr. U. Sparlinger (Sparlinger & Co.), Mr. R. K. Bachelor (Deacon & Co.), Capt. Prigent, of the *Taishan*, Mr. Lawrence, the Chief Engineer, Mr. G. E. Ellams (of the Hongkong and Canton Steamship Company) and several others.

Felicitous speeches were made by Mr. Batchelor and the Portuguese Consul.

Crowds On The Praya.

When the *Taishan* arrived at the wharf in Hongkong at 9.30 p.m. yesterday, a crowd of people, numbering several hundreds, had assembled on the Praya. The vessel is the first night boat to have gone to Canton since the boycott was called off.

Very little cargo was brought down, and most of it was fresh vegetables. The passengers were also few in number.

A European passenger stated that the paucity of Chinese passengers was due to the fact that agitators were busy at the gates leading to the wharf where the *Taishan* was berthed in Canton. Many intending passengers were probably deterred from embarking, and no doubt others, rather than meet the agitators, kept away. The pickets are still at large like "wolves in sheep's clothing."

The Taishan discharged and received her cargo without anything untoward occurring.

ANOTHER DEMONSTRATION.

[FROM OUR CHINESE CORRESPONDENT].

Yesterday, October 26th, being the day set aside by the Kuomintang for the workers and students to demonstrate against "British outrages" at Wanhsien, where British gunboats, on September 5th, bombarded the town of Wanhsien in retaliation for the capture of British steamers and the British casualties caused at the instigation of General Yang Sen, several thousand members of the Kuomintang Workers' Delegate Conference paraded the Bund and other parts of Canton. In addition to shouting the Kuomintang standardised slogans such as "Down with imperialism" and the like, sympathy for Koreans desiring to be independent of Japanese imperialism was also expressed.

Resolutions.

Resolutions passed by the workers, in connection with the demonstration, included one asking for the punishment of the British Naval and Consular officials responsible for the bombardment, and another demanding an apology from Great Britain "for alleged "unlawful deeds enacted by her representatives in China."

The usual agitation for the extension of the anti-British boycott was made in the resolutions, which have been wired to all large cities under Kuomintang influence.

No Newspapers To-day.

Workers in Canton had a holiday for this demonstration, and to-day, October 27th, Canton will be newspaperless, as the printers also joined in the demonstration.

A Fokis Union.

All shop *fokis* or assistants took a day off yesterday, partly in connection with the demonstration and partly because of the fact that they were to organize a union under the auspices of the Kuomintang Workers' Delegate Conference.

MOTORS FOR KWANGTUNG.

There is a fairly steady demand for motors in Kwangtung. Mr. Andrew Harper, Ford's authorised dealer in Hongkong, informs us that 20 Ford trucks and 10 touring cars were shipped to Canton about a fortnight ago. A shipment of one sedan, two touring cars and seven trucks will be made to Wuchow in the course of a few days and four trucks will be sent to Swatow by the *Kaijo Maru* on Saturday.

AMAZING GULLIBILITY.

WOMAN DEFRAUDED BY FORTUNE-TELLER.

COSTLY DONATIONS TO GODS.

DEFENDANT GETS THREE MONTHS.

The case in which an ingenious fraud was practised upon a credulous Chinese woman by a fortune-teller, who claimed that he was able to restore $500,000 to the complainant, which was supposed to have been left behind by her in a previous world, was brought to a conclusion yesterday afternoon, before Major C. Willson at the Central Magistracy. A report of the first hearing of this case appeared yesterday.

Continuing her evidence of the previous day, the complainant said that she was required to burn 1,080 Sanskrit books, and to erect an altar to offer sacrifice to the gods. A sum of $46 was paid over to the defendant to carry out the ceremony.

A Brother "Prophet."

On June 13th the complainant again paid $50 to the defendant, who said that his brother "prophet" had come all the way from Lor Fau Hill to invoke blessings for her from the gods.

"I was again asked to pay over $20 on the day of the dragon festival," said the complainant. The defendant promised her that he and his "brother prophet" would pray for her in every temple in Hongkong for three days.

A Dollar Blessing.

Complainant was later told to bring one cent's worth of joss paper, which the "prophet" placed in a box. "He got a blessing for me in the shape of a big Shanghai dollar," added the credulous woman.

The box, when opened, was found to contain one Yuan Shi Kai dollar, and the yellow paper, previously placed in it, had disappeared.

On one side of the dollar was written the name of the complainant in Chinese characters, and on the other side the figures "$500,000."

When asked by his Worship as to what had become of the dollar, the complainant said that she did not know, as the dollar was not given to her.

Heritage of Previous World.

On June 17th the defendant again asked for a further sum of $250, on the pretence of renting a house and to buy 50 leather trunks for the purpose of holding and storing the $500,000, which the defendant told the complainant was her heritage, left behind in a previous world.

Playing upon the complainant's credulity and superstition, the defendant succeeded in getting altogether about $500 from her.

A $2 Tip.

The defendant, when asked if he wished to make a statement, smacked his tongue and with all the plausibility he could muster, told his Worship that he did not defraud the complainant. "She was very pleased with me, and gave me the money of her own free will, and she also gave me a $2 tip," said the defendant.

Time To Think It Over.

His Worship thought otherwise, and gave defendant three months' hard labour to think out a better explanation.

The defendant was prosecuted by Mr. F. H. Loseby on behalf of the complainant's husband, the charge against defendant being one of obtaining money by means of fraud.

BROKER'S COMMISSION.

CLAIM AGAINST A PIECE-GOODS FIRM.

SUMMARY COURT CASE.

In he Summary Court yesterday, Ho Tung Ming claimed $345.87 balance due for commission for piece-goods sold as a broker from Turvtani & Co. of Prince's Buildings.

It was claimed for the plaintiff that the agreement was that he should get 1 per cent. on all contracts entered into in respect of which delivery was made.

The defence was that the agreement was for 1 per cent. on all contracts in respect of which payment was made in one month, ½ per cent. in respect of contracts in which payment was made in two months ¼ for three months and after that no commission at all.

Mr. Hugh Jones was for plaintiff and Mr. E. S. C. Brooks for the defendant.

After hearing evidence as to the terms of agreement and the amounts respecting certain deliveries of piece-goods, his Honour, Mr. Justice Wood, gave judgment for plaintiff for $30 only, an amount already paid into court.

BAIL FOR BROTHER.

GOOD INTENTIONS AMOUNT TO AN OFFENCE.

To bail out an elder brother who was being held on a charge of opium possession, a Chinese ventured into the No. 7 (West Point) Police Station on Monday, and in his turn was held as a prisoner on a charge of trespassing on the premises.

Inspector P. Grant told the Magistrate yesterday that the man would not have been charged with trespassing had he left immediately when ordered to do so. As it was, he got to the door of the cells, and engaged in an argument with a constable.

Telling the defendant that the natural course he should have pursued was to go to the charge room of the Station if his object was to bail out his relative, the Magistrate (Mr. R. E. Lindsell) imposed a fine of $5, with the alternative of seven days' hard labour.

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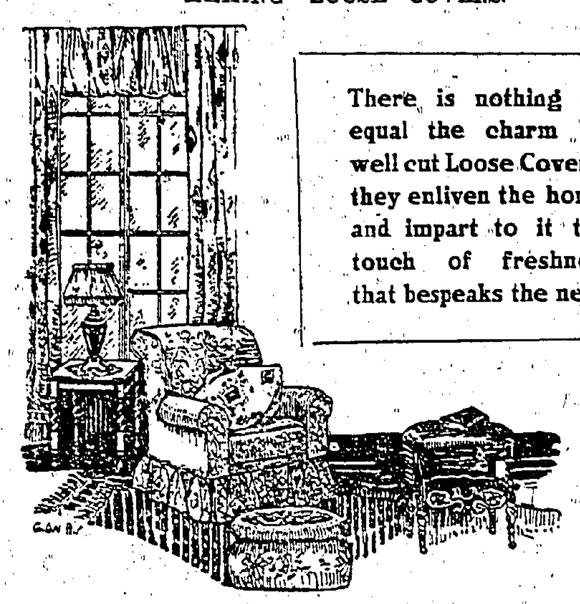

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NEW ADVERTISEMENTS.

NOTICE.

MR. JOHN WILLIAM LEE (DECEASED).

ALL Claims against the Estate of the above-named Deceased must be sent forthwith to the MANAGER of THE ASIATIC PETROLEUM CO. (S.C.), LTD., Hongkong.

Hongkong, 26th October, 1926. [4166

NOTICE.

A MASKED FANCY DRESS DANCE will be held at the PEAK CLUB in aid of the M.C.L. (Peak Branch) on WEDNESDAY, the 8TH DECEMBER NEXT, at 9.15.

TICKETS: $2.50 Each to be had from:—
Mrs. SHENTON, 377, THE PEAK.
Mrs. HORNELL, 304, THE PEAK.
Miss HONESS, AT THE SIGN OF THE LANTERN. [4111

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(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN that A MEETING of CREDITORS will be held at the Registered Offices, No. 25, DES VŒUX ROAD CENTRAL, on FRIDAY, THE FIFTH DAY OF NOVEMBER, 1926, at 2.30 P.M., for the purpose of considering the advisability of the Winding-up of the Company by the Court.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
LAI HIN MAN,
KWOK TAT SON. } Liquidators.

Hong Kong, 25th October, 1926. [4110

KWANG NGUAN SENG.

NOTICE IS HEREBY GIVEN that as from the 26TH DAY OF OCTOBER, 1926, the Power of Attorney granted by LEE TECK AWE (李竹泑) carrying on Business at BANGKOK in the KINGDOM OF SIAM as "KHOON SENG" (坤盛) to WONG KENG PO *alias* NG KIA POR (黃敬波) to act as the Attorney of the said LEE TECK AWE to manage and conduct the affairs of the said LEE TECK AWE trading as "KWANG NGUAN SENG" (廣源盛) in the Colony of HONGKONG and CANTON in the REPUBLIC OF CHINA has been duly CANCELLED by the said LEE TECK AWE AND THAT as and from the said 26TH DAY OF OCTOBER, 1926, the said LEE TECK AWE by Power of Attorney under his Name and Seal given at BANGKOK aforesaid on the 23RD DAY OF AUGUST, 1926, appointed me the Undersigned LAM CHEE FONG otherwise LAM CHI FUNG (林子豐) and LOW SIEO LOO (盧小魯) jointly and severally to be the Attorneys of the said LEE TECK AWE in the Colony of HONGKONG and CANTON in the REPUBLIC OF CHINA to manage and conduct the affairs of the said KWANG NGUAN SENG on behalf of the said LEE TECK AWE.

Dated the 27th day of October, 1926.

LAM CHI FUNG (林子豐) [4112

THE AUSTRAL-CHINA NAVIGATION COMPANY.

FOR
SYDNEY, MELBOURNE & ADELAIDE
VIA
MANILA, ILOILO, SANDAKAN, BALIKPAPAN & RABAUL.

S.S. "CALULU"

SAILING ON OR ABOUT 20TH NOVEMBER, 1926.

For Freight and Particulars, Apply to:—
DODWELL & CO., LTD., Agents.
Telephone No. Central 103. [4088

NOTICE.

A. S. WATSON & CO., LIMITED.

The Undermentioned 9 Certificates for 384 Shares in this Company, standing in the Name of LEUNG HING CHEUNG, Have Been LOST, and if at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, other Certificates for the said Shares will be Issued by the Company and thereafter No Other will be Acknowledged:—

Certificate for	100	Shares	Nos.	39314/39413
"	60	"	"	50852/50911
"	28	"	"	39214/39241
"	25	"	"	56080/56104
"	4	"	"	12413/12416
"	20	"	"	50954/50973
"	50	"	"	56130/56179
"	1	"	"	22656
"	96	"	"	101431/101526

384 Shares in all.

A. S. WATSON & CO., LTD.
Hongkong, 8th October, 1926. [4049

NOTICE.

THE HONGKONG & CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on TUESDAY, 2ND DAY OF NOVEMBER, 1926, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st JULY, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from 19TH OCTOBER to the 2ND NOVEMBER, 1926, both day inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hongkong, 16th October, 1926. [4094

NOTICE.

HONG KONG TELEPHONE COMPANY, LIMITED.

CHANGE OF ADDRESS.

IT IS HEREBY NOTIFIED that the REGISTERED OFFICES of the above-named Company have This Day been REMOVED to EXCHANGE BUILDING (4TH FLOOR), 14, DES VŒUX ROAD CENTRAL.

R. GUY WILKERSON,
Secretary.
25th October, 1926. [4108

REMOVAL NOTICE.

AT THE SIGN OF THE LANTERN

WE Have Now MOVED into our New Premises:—
YORK BUILDING,
GROUND FLOOR,
CHATER ROAD,
(NEXT DOOR TO KELLY & WALSH).

Where You Will Find a Collection of CHINESE BLACKWOOD, CARPETS, PORCELAIN, EMBROIDERIES, BEADS, PEKING GLASS, LACQUER, CUSHIONS, LAMP SHADES and CHINOISERIE of All Kinds at Fixed and Reasonable Prices.

Also A New Consignment of SMART FROCKS and HATS from LONDON and PARIS. [4012

HONGKONG HOTEL FIRE CLAIMS.

WILL all those who attended the Meeting On FEBRUARY 1ST, and subsequent ones, also all those who subscribed to the Fund then (Reference Claims) and all others who suffered Losses at that Fire note that A MEETING will be held on THURSDAY, 28TH OCTOBER, at 6 P.M., at the Office of the HONGKONG SMALL INVESTOR'S SHARE & REAL ESTATE CO., 10, Des Vœux Rd., for the purpose of considering a Petition to the Government and adopting such other measures necessary to stress the immediate need of the long promised Public Investigation. Communications on the subject in question may be sent to P.O. Box 484 to the

ACTING SECRETARY:
97] J. E. OLLERTON.

FANLING HUNT STEEPLECHASES.

SATURDAY, 30TH OCTOBER, 1926.

Saddling Bell ... ... 3.00 P.M.
First Race ... ... 3.30 P.M.

ADMISSION TO ENCLOSURE AND PUBLIC STANDS

Per Head $1.00

Motor Cars can be parked on the rail opposite the Grand Stand.

Per Car ... ... $5.00.

Members are advised that they must show their badges to obtain admission to the Members' Enclosure.

Special Express trains to the Races leave Kowloon 2.07 P.M. arriving Fanling 2.34 P.M.

First Class Return fare... ... $1.50.
Second Class Return fare ... .90.

Refreshments on the Grounds. [4099

MANCHESTER MANUFACTURERS of FANCY COTTON DRESS GOODS, BROCADED POPLINS, SHIRTINGS, DRILLS, Etc., wish to be Represented in HONGKONG by First-Class and Experienced British Representative. Styles Specially Suitable, but have not previously been Represented, and anxious to Open out in CHINA. Box 563, SMITHS' AGENCY, LTD., 100, Fleet Street, LONDON, ENGLAND. [4093A

JUMBLE SALE.

THE Ladies of the UNION CHURCH COMMITTEE will be glad to receive any Discarded Articles at the Church Hall any Saturday between the hours of 10 a.m. and 12 noon for their JUMBLE SALE, which is to be held on DECEMBER 2ND, for Charitable purposes. [4108

COMMODIOUS OFFICE TO LET suitable for Bank or Shipping Company, PRINCES BUILDING, Corner of ICE HOUSE STREET and CHATER ROAD, GROUND FLOOR. Available Immediately.—Apply—
SPECIAL MANAGER,
4086] RUSSO-ASIATIC BANK.

TO LET.—Furnished. For Seven Months from MARCH 9TH. Five-roomed BUNGALOW (516, THE PEAK). Modern Sanitation. Full view of both South and Harbour. Rent: $300 including Taxes and Telephone.—Apply BOWES-SMITH, PRINCES BUILDING. [4107

TO LET.—Furnished,—"CRAGSIDE," No. 460, BARKER ROAD, PEAK. A Six-roomed HOUSE with Tennis Court.—Apply Box No. 4097, c/o *Hongkong Daily Press*. [4097

TO LET.—Near MAY ROAD STATION TWO FLATS in the NEW BUILDINGS with all Modern Conveniences.—Apply A. V. APCAR & Co., LTD., 1, Des Vœux Road Central. [4029

TO LET.

TOP-FLAT in No. 5, PRAT BUILDINGS, KOWLOON.
Apply to:—
SPANISH DOMINICAN PROCURATION. [3994

TO LET.

GROUND FLOOR OFFICES near KOWLOON FERRY.
Apply to—
BOX No. 3813,
3813] c/o *Hongkong Daily Press*.

TO LET.

A EUROPEAN SHOP in NATHAN ROAD, KOWLOON.
Apply to:—
HUMPHREYS ESTATE & FINANCE CO., LTD.
4035] Alexandra Buildings.

OFFICE TO LET
IN ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
3845] A. S. WATSON & Co. LTD.

INTIMATIONS.

WATSON'S
Celebrated
DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the **IMMENSE POPULARITY** it deserves.

It has been repeatedly declared by travellers, tourists and others, that **WATSON'S DRY GINGER ALE** is **UNEQUALLED** by any similar product throughout the world.

"PYERIS"
SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially **Whisky**.

IN QUARTS, PINTS AND SPLITS.

FORMAZONE—
THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
ESTABLISHED 1841. [50

MARRIAGE.

PALMER—BURTON.—On October 20th, at the Holy Trinity Cathedral, Shanghai, LILLIAN EMILY, daughter of Mr. and Mrs. WALTER BURTON, to ATTWELL LYNCH PALMER.

DEATHS.

BALL.—On October 25th, in London, RUTH MARY, the beloved wife of A. DYER BALL. [4113

BUYERS.—On October 22nd, at the Victoria Nursing Home, Shanghai, the infant daughter of Mr. and Mrs. G. A. BUYERS.

CARATZA.—On October 21st, at the General Hospital, Shanghai, Mr. JOHN LOUIS CARATZA, aged 53 years.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 27TH, 1926.

FLYING FOR THE MANY.

THE series of competitions for small aeroplanes, which were carried out on the South Coast of England in the middle of September, prompts the question "what has the future in store for us?" At home the trials were followed with great interest by the general public, and the Press devoted considerable attention to them. In the result Flight Lieutenant BULMAN, flying in a Hawker Cygnet light aeroplane with a Bristol Cherub III. engine, won the Royal Aero Club 2,000 miles reliability and fuel economy competition. He received the first prize of £3,000 offered by a London newspaper for the highest marks made in a week's strenuous trials in respect of the heaviest load carried for the lowest petrol consumption.

Readers with a liking for technical details may be interested to learn that the successful Hawker Cygnet is an aeroplane with a weight of only 421 pounds, and it carries a useful load of 430 pounds. The Cherub engine is of 1,200 cubic centimetre capacity—less than the average light motor-car. Its normal horse power is 29, and it develops 35 break horse power. It weighs only 92½ pounds. The Cherub is the only light engine for which the British Government has placed a production order. Fifteen 'planes were sent up from the aeroplane at Lympne when the trials started, and this number was reduced to four in the final round. The average speed of the winning machine was 65 miles an hour, and the average consumption of petrol worked out at 38 miles per gallon.

The significance of these competitions with light aeroplanes cannot be ignored. But it is difficult to realise, even with the experience of flying during the war and the rapid developments which then took place, what the coming of the light aeroplane may mean. Are we on the eve of a great extension of air travel for business and pleasure? Is it to be a case of aeroplanes for all? So recently as 20 years ago there were very few indeed who could envisage a time when the roads of England would be so crowded with motor-cars that the expenditure of many millions of money would be necessary for new highways and the widening and other improvement of existing roads to carry this vast traffic; when not a 'bus horse and very few cab horses would be seen, and when comparatively few middle-class families would be without a motor vehicle of some kind. Yet this has happened before the eyes of people who are still young, and the motor movement is far short of its full development. It would certainly be unwise to dogmatise and say that a similar miracle cannot take place in the air. When motoring began the production of a car for "the man of moderate means" was the goal of every designer and manufacturer. The light aeroplane trials at Lympne, under the management of the Royal Aero Club, were arranged and carried out to encourage the production of a flying machine for "the man of moderate means." This is a central fact which must be borne in mind.

There are many people in England who profess to see the popularisation of the light aeroplane within the next ten or fifteen years. It may be that they are right. The competitions on the South Coast had for their object the discovery of a machine suitable for the private owner. If he exists in any considerable numbers obviously he is not a person likely to have land at his disposal suitable for hangars and landing places—which has been necessary up to the present—and we learn that it was an essential condition of entry that the machines must be capable of folding up so that they may be housed in a shed 10ft. high by 10ft. wide. Moreover, they must be capable of being erected in an hour by not more than two persons. All the machines fulfilled these tests and one of them, the D. H. Moth, proved to be so handy that it was put together in five minutes—little, if any, longer than the time taken to fix the hood and side curtains on the average four-seater motor-car. The engines used in these little aeroplanes are no bigger than those fitted to ordinary touring cars, and the cost compares very favourably with that of a car.

One machine carried 7lb. of useful load for each pound of petrol used. This was a performance equivalent to carrying two persons of 11st. each with 122lb. of luggage, from Kent to Germany at 60 miles per hour for a fuel consumption of eight gallons of petrol. The British Government is at present giving encouragement to the movement towards the popularisation of flying, and it is possible that as a result of the Lympne competitions we shall see big developments.

Members are reminded that the annual meeting of the Ladies' Section of the Royal Hongkong Golf Club takes place this morning at the Helena May Institute at 10.30.

A meeting of creditors of the Oriental Commercial Bank, Ltd. (in voluntary liquidation) has been called for November 5th at 2.30 p.m. to consider the question of winding-up by the Court.

The Saikung piracy case, in which four Chinese are charged with murder and piracy, was continued at the Kowloon Magistracy yesterday, and adjourned until this afternoon.

Mr. A. Richie, C.A., of Messrs. Lowe, Bingham & Matthews, was married to Miss Mary R. B. Anderson, at Edinburgh on September 6th. There were several Hongkong people present.

A sale of work in aid of the Blind Home, Kowloon City Road, will be held at the Cathedral Hall to-morrow. The articles which will be offered for sale are all done by the blind girls. The girls will also sing and play the violin.

By permission of Capt. R. Eliot, C.B.E., R.N., and officers, a grand ball is being arranged under the auspices of H.M.S. *Hermes*, to be held at the King Edward Hotel on Friday, November 5th. The "Semrch" orchestra are to be present and provide the dance music.

A cablegram has been received in Manila stating that Mr. W. Cameron Forbes, former Governor-General of the Philippines and one of the authors of the Wood-Forbes report on the islands, is due to arrive in Manila on the *Empress of Russia* on November 5th.

A masked fancy dress ball in aid of the Ministering Children's League will be held at the Peak Club on Wednesday, December 8th. Tickets are obtainable from Mrs. Shenton, 377 The Peak; Mrs. Hornell, 304 The Peak and Miss Honess, "At the Sign of the Lantern."

Dr. A. G. M. Severn, of the Sanitary Department, and acting Medical Officer of Health, left for Home during the past week-end, travelling to Shanghai and from thence *viâ* Siberia to England. He will not return to Hongkong. Mrs. Severn and two children are returning Home *viâ* Suez.

A pickpocket was sentenced to one month's hard labour by Major C. Willson at the Central Magistracy yesterday. Evidence was given that defendant took $2 in bank notes from the pocket of a boy near the Macao wharf, and was subsequently arrested by a Chinese constable when the alram was raised.

We have received from the author, Mr. S. S. Chow, a copy of "The Simplex Chinese Telegraph Code." This is based on a new twelve-figure system, with original text as issued by the Chinese Telegraph Administration. It should prove of much value to business men who transmit or receive Chinese messages in cipher.

The funeral of Mr. F. Gerald Routledge, who died in the General Hospital, Shanghai, on Wednesday, October 20th, took place on the following afternoon at Pahsienjao Cemetary, where a brief service was held at the grave, mass having been celebrated in St. Joseph's Church earlier in the day. The ball-bearers were Allan A. Bryan, Vaughan Brydone-Jack, Rev. C. M. Drury, E. S. Wise, T. F. McCrea and H. C. D. Pederson.

H.E. the General Officer Commanding (Major-General C. C. Luard, C.B., C.M.G.) will inspect the Mobile Column of the Hongkong Volunteer Defence Corps to-morrow evening. A guard of honour will be formed by a detachment at Volunteer Headquarters at 5.45 p.m., and following the inspection by H.E. Major-General Luard, the unit will move to a point of vantage in Statue Square, where the General will see them on the move. It is hoped to provide, in due course, more cars for the Armoured Car Company, and also to increase the number of motor cycles with machine guns attached in side-cars, as the Column has increased in numbers since the strike of last year.

H.M.S. *Hawkins*, flagship of the China Squadron, with Admiral Sir Edwyn Alexander Sinclair, K.C.B., M.V.O., Commander-in-Chief of the China Station, on board, arrived in port yesterday from the North, where she has been for the summer cruise and, during the recent trouble on the Yangtze. She will probably be in the harbour for some little time. The *Hawkins* went to a buoy in mid-stream close to the destroyers, while further down the harbour is H.M.S. *Hermes*. The wharf in the Naval Yard at which the *Hawkins* is usually tied when in port, was taken up by the troopship *Neuralia*, which sails to-day for Singapore and India. It is probable that the *Hawkins* will go alongside the wharf after the *Neuralia's* departure. H.M.S. *Dartmouth* is expected at the end of the week; and H.M.S. *Carysfort*, H.M.S. *Castor* and Submarine *L9* are due in the next week. The Portuguese cruiser *Republica* is also now in port, having been here for some days.

LOCAL WILLS.

LATE MR. J. FRASER, SHANGHAI.

The late Mr. John Fraser, formerly of Shanghai, who died at 36, Pembroke Street, Dublin, Irish Free State, on October 20th, 1925, left property in the Colony amounting to $28,000. He left a large state in Shanghai, £1,428 being paid in death duties.

The resealing of the will has been granted to Mr. W. E. L. Shenton.

A Ceylon Merchant.

The late Mr. John Reddie Black, of Falmouth, Cornwall, who for many years conducted business as a merchant in Ceylon, left estate in Hongkong valued at $45,000. His estate in England amounted to $49,473. He also left property in Ceylon.

Resealing of the will has been granted to Mr. A. Mackenzie, of the Chartered Bank.

PARTING GIFT TO EAST SURREYS.

POLICE PRESENT "TUG OF WAR" CHALLENGE CUP.

SURREYS GIVE TROPHY FOR REVOLVER COMPETITION.

The members of the Hongkong Police Force have presented the 1st Battalion, the East Surrey Regiment, with a parting gift, a memento of the cordial relations which have existed between the two forces while the Surreys have been in Hongkong, in the form of a "Tug of War" Challenge Cup, for Inter-Company Competition.

All ranks of the 1st Battalion, the East Surrey Regiment, have responded to this gift by presenting the Hongkong Police Force with a Challenge Cup to be competed for annually in revolver shooting by the members of the Police Force.

In connection with this exchange of farewell gifts we have received copies of the following letters for publication:—

"Tug-of-War" Challenge Cup.

Police Headquarters,
Hongkong,
October 26th, 1926.

Sir,—I have the honour to forward a Challenge Cup, which the members of the Hongkong Police desire to present to the "1st Bn. The East Surrey Regiment," as a memento of the most cordial relations which have existed between our respective units during the term of service of your Battalion here in Hongkong, a period which has been marked by serious troubles necessitating close co-operation between your Regiment and the Hongkong Police, which I am proud to say has been more than fully realised.

The Officers and members of the Hongkong Police Force also wish to tender to your Battalion their most heartfelt thanks for so kindly placing a firing party and your Band at the disposal of the Police at funerals of members of the Hongkong Police, who served in the late War. This kindly action will long be remembered. The friendly rivalry in sports and particularly in the "Tug of War" competitions makes the early departure of the 1st Battn. East Surrey Regiment a matter of more keen regret to the members of the Hongkong Police who one and all wish you a safe journey to India and a happy time in your new sphere of activity.

It is proposed that the Cup shall be competed for as an Inter-Company "Tug of War" Challenge Cup. Enclosed are also 10 miniature cups to be presented to the winners of the first contest.—I have the honour to be, Sir, your obedient servant,

(Sgd.) E. D. WOLFE,
Captain Superintendent of Police.
Brevet-Colonel F. S. Montague-Bates,
C.B., C.M.G., D.S.O.,
1st Bn. The East Surrey Regt.

Return Gift.

Hongkong, October 26th, 1926.

Captain Superintendent of Police,
Hongkong.

Sir,—I have the honour to acknowledge receipt of your very much appreciated letter, dated October 26th, 1926.

All ranks of the Battalion desire me to thank the Officers and Members of the Hongkong Police Force for presenting the Battalion with such a beautiful Cup.

Anything the Battalion has done for the Hongkong Police during the past three years has been a pleasure to all concerned. I express the feelings of the whole Battalion in saying how greatly the Hongkong Police have helped in making the three years the Battalion has been stationed in the Colony a happy one both as regards work and play. The good feeling and comradeship that has prevailed between all ranks of the Hongkong Police and those of the Battalion under my command, will, I feel sure, create a lasting friendship which can never be severed wherever the Battalion serves and at whatever distance.

A Challenge Cup is forwarded herewith (presented by all ranks of the 1st Battalion The East Surrey Regiment) to be competed for annually (Revolver) by individuals of the Hongkong Police Force, and I feel sure that the Cup will be treasured as much, but not more, than the Cup the members of the Hongkong Police Force have presented to this Battalion.—I have the honour to be, Sir, your obedient servant,

(Sgd.) F. S. MONTAGUE-BATES,
Brevet-Colonel,
Commanding, 1st Battalion
The East Surrey Regiment.

THE EAST SURREY REGIMENT.

GOOD-BYE MARCH.

The 1st Battalion, the East Surrey Regiment, will proceed by the following route this morning for embarkation:—Des Vœux Road, Post Office, Star Ferry, Cenotaph, Prince of Wales' Gate, Naval Dockyard.

The Battalion will march off from Garden Road at 9.55 a.m.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory at 5 o'clock last evening read:—

Changes since this morning are slight. Moderate monsoon may be expected along the S.E. coast of China and over the North China Sea.

Local forecast:—East winds, moderate, fair.

NORTHERN SITUATION.

TRAINS DERAILED ON S.-N RAILWAY.

ALLEGED WORK OF KUOMINTANG AGENTS: LOCAL AGITATION.

The "Invisible Army" of anti-Sun Chuang Fang revolutionaries who have become more virulent in their propaganda campaign since the Chiang Kai Shek invasion and the Hsia Chao uprising, have apparently become more daring and have carried their "battle of words" to real action by instituting a sort of guerilla warfare. According to well-authenticated beliefs, they are responsible for the derailment of two trains, one on the Shanghai-Nanking line and one on the Shanghai-Woosung line, early yesterday morning, says the *N.-C. Daily News* of October 22rd.

Reports reaching Shanghai were to the effect that at about 2 a.m. yesterday (October 22nd) as a passenger train was nearing Chinkiang on its way from Nanking to Shanghai it was suddenly derailed, the apparent reason being that rails had been deliberately taken from the tracks. The driver of the engine and the fireman were both injured, but all the passengers escaped severe injury, only a few getting minor scratches and bruises.

The report of the matter was wired to Shanghai and a train carrying a wrecking crew was despatched from Woosung to clear the wreck and repair the line. While this train was proceeding from Woosung to Shanghai at about 3.50 a.m. it was likewise derailed, but there was no serious damage done and no casualties. On examination, it was found that the pulling of rails from the tracks had also been the cause of this accident.

By 11 a.m. the break in the Woosung line had been repaired and normal traffic resumed. It was reported during the afternoon that repairs were proceeding on the tracks near Chinkiang, but these had not yet been completed. The later reports indicate that the rails had been lifted from a small bridge, thus making the accident worse than it had at first been reported.

Meetings Broken Up.

In view of the agitation of the students and labourers of the revolutionary trend the military authorities have given orders that all suspicious characters be taken into custody.

The efforts of 100 labourers to hold a meeting in the Commercial Press Employees' Club in Paoshan Road was frustrated by the Chapei police, who arrested the leader of the party and dispersed the others with their sticks.

A student radical from Shanghai University was arrested by the Chapei police in Jukong Road on Thursday night while he was distributing anti-Sun literature. He is being detained. About 200 students of the same school held a meeting at their school in Chapei at which time speakers gave violent Anti-Sun speeches and proposed the organization of a Citizens' Autonomous Government in Shanghai.

About 50 labour agitators and members of the Red section of the Kuomintang, succeeded in holding a meeting in the Commercial Press on Thursday evening when speeches were made and resolutions passed to the effect that local organizations unite in demanding the withdrawal of Marshal Sun's army from Shanghai, that a Shanghai Citizens' Government be organized and that they form an intelligence group of 40 cyclists to carry dispatches between the various groups of labourers.

Specimen Handbill.

Several handbills denouncing Marshal Sun were found in the Wayside district by the Settlement police on Thursday night. The translation of one of these follows:—

"To Shanghai Labourers: Rise! Rise! Rise! Now is your opportunity to fight for freedom. As the Southern Army has occupied Kiangsi and Hsia Chao has declared his independence, the most cruel of all militarists, Sun Chuan Fang, will soon be beaten. Therefore, all the Shanghai citizens and labourers should unite and overthrow him completely. After his down-fall, the City of Shanghai should be converted into a special area under the people's control. The following are our slogans: 'Overthrow Sun Chuan Fang; 'Organize the Shanghai Citizens' Self-protection Committee.' 'Reopen the Labour Union;' 'Let us restore the freedom of holding meetings, organizing, making speeches and freedom of the press.'"

It is reported that two Russian pedlars named Melkozerffo and Zakeroff, are being detained by the military authorities in Kashing, suspected of being Cantonese spies. The whereabouts of two other Russian pedlars, named Avakushin and Bessoff, is unknown. They left their homes on October 17th, intending to return the same evening after hawking goods in Chinese territory, but have not yet returned. The Commissioner for Foreign Affairs has been asked to help locate the men.

SOLDIERS LOOTING AT HANGCHOW.

LOCAL BANKS ROBBED BY PEACE MAINTENANCE CORPS.

Local officials received a despatch, late on the 22nd instant, from Brigadier-General Soong's headquarters at Kashing to the effect that a long distance telephone message from Hangchow stated that owing to the disappearance of Hsia Chao, considerable disturbance had resulted in the looting of all local banks by the troops to Hsia Chao's Peace Maintenance Corps. The telegram also said that General Soong has despatched the 10th Division to Hangchow in order to suppress Hsia Chao's troops and to disarm them. The rest of the Kiangsu army is divided into three sections which are proceeding to Hangchow by train.

IMPERIAL CONFERENCE.

DISCUSSION ON FOREIGN RELATIONS.

TECHNICAL COMMITTEES AT WORK.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 25th.

To-day's session of the Imperial Conference, which, owing to the meeting of Parliament, was not continued after lunch, was devoted to a discussion of foreign relations, which was begun by Sir Austen Chamberlain last week. Speeches were made by representatives of all the Dominions and India and Sir A. Chamberlain replied to various points raised. No report of those proceedings will be published. To-morrow morning's discussion on Imperial Defence will also, for the most part, be confidential.

Questions affecting inter-imperial relations, which are on the agenda of the Imperial Conference, have been referred for examination in detail to a committee of Prime Ministers. Questions of Empire communications, which is being considered separately, has also been referred to a committee set up by the Conference, under the Chairmanship of the Secretary for Dominions affairs.

Technical Matters.

A number of technical matters have, in accordance with former practice at these Conferences, been delegated to committees including prominent experts. The largest of these committees will deal with the economic question before the Conference and will be presided over by a permanent Secretary of the Board of Trade. The Home Secretary will be Chairman of the Committee on nationality, including the position of married women and passports. Another Secretary for the Colonies will consider the Anglo-French position in the New Hebrides.

The Secretary for Air will be chairman of the special sub-committee on air communications and the Conference will, in due course, discuss other subjects only after reports have been received from committees which have now taken up their consideration. These include questions of British policy in the Antarctic, Workmen's compensation, research, forestry, and overseas settlement. Altogether, nine technical committees are now at work.

Industrial Standardisation.

The Economics Committee, at its meeting this afternoon, began examination of the industrial standardisation problem. Much useful work has been done both in Britain and the Dominions with reference to this matter, and the Committee is engaged in an endeavour to reach some determination as to the setting up of an authoritative body or bodies on the dimensions of materials, the quality of manufactured products and the adoption by users generally who would benefit equally with manufacturers of specifications thus laid down. It was stated at the preliminary examination that the position of affairs encourages further research and development and there was a general recognition of the fact that if anything like Empire standardisation could be achieved inter-Imperial trade would be improved.

THE IRISH FREE STATE.

TRIBUTE TO LORD BIRKENHEAD.

RUGBY, October 26th.

The Irish Free State Minister for Justice, Mr. Kevin O'Higgins, last night paid a warm tribute to the part played by Lord Birkenhead in achieving the Irish settlement, and welcomed the opportunity of declaring publicly that at a critical period during the negotiations for the Irish Treaty, he had proved himself a real and sincere friend of Ireland. Mr. O'Higgin's added that Ireland was going ahead peacefully putting behind her bitter and evil memories and was building up a State that would be worthy of those who signed the treaty.

Lord Birkenhead, who, with Mr. O'Higgins and the Prime Minister of Newfoundland, were the guests of the Irish Club in London, devoted his speech to the development of the various Dominions through difficulties doubts and uncertainties to full Nationhood. The last few years had presented greater problems than ever before.

In South Africa they had the advantage of being confronted by two very remarkable men, Generals Botha and Smuts, great South Africans who nevertheless took the view that the proper course was to bury remote and useless animosities and to co-operate in a movement wherein British and Dutch South Africans might work together.

He did not believe that South Africa's distinguished representative at the present Conference, General Hertzog, differed in essentials as apart from words from the views of those who had attempted to recompose elements of bitter difference. He added "I do not see in the formula which General Hertzog uses, any suggestion of a difference which could not be composed within the limits of that freedom which is the very meaning and essence of Imperial relation."

COAL DISPUTE.

DEBATE IN HOUSE OF COMMONS.

MR. BALDWIN SPEAKS OUT.

WHY MR. COOK'S SPEECHES WERE PROHIBITED.

[THROUGH REUTER'S AGENCY.]

LONDON, October 25th.

Both Houses of Parliament met to renew the Emergency Regulations in connection with the coal dispute.

Mr. J. R. Clynes, in the House of Commons, leading the Opposition in the absence of Mr. Ramsay MacDonald who is on holiday in Africa, deplored the absence of any Government statement which might ease the situation. It was true that some thousands of miners had been driven back to the pits, but to end the dispute by exhaustion would simply be the beginning of further trouble in a new form. Mr. Clynes urged an end by arrangement and declared that Mr. Baldwin must liberate himself from the condition in which the miners and the Labour Party regarded him as counsel for the mine-owners. (Loud Labour cheers.)

Mr. Lloyd George's Plea.

Mr. Lloyd George asked what was the object of trampling down men willing to come to an accommodation? That was the method of barbarism. (Labourite cheers.) Mr. Lloyd George continued that a new class sense had been created. The Labour Party had not been making any headway before this struggle, but now their adherents were enormously increased while the Government was tumbling down. Our trade, as the Australian Premier, Mr. Bruce, said last week, was suffering by £3,000,000 daily being lost. He appealed to the Government to insist on a fair settlement.

Premier's Firm Stand.

Mr. Stanley Baldwin, whose speech was continually interrupted by the Labourites, said that the Government was unable to make any further proposals as previous proposals had been rejected. He denied that the Government was committed to anyone or that they had passed the Eight Hours Act under pressure. He meant what he said when he described the owners' refusal to attend a three-party conference as "stupid," while the leadership of the Miners' Federation had been lamentably incompetent. (Conservative cheers.) It was for the contending parties and not the Government to settle the dispute. The only thing he was quite clear about was that there would never be much hope of a settlement so long as the affairs of the industry had to be negotiated between the personalities who had attempted negotiation all this time.

"We Can Smash The Police."

The debate was adjourned until after a discussion of the Emergency Regulations.

Freedom of speech was the subject of a question drawing attention to the prohibition of Mr. Cook addressing two meetings in Staffordshire.

Sir William Joynson Hicks, replying, explained that he had authorised, under the Emergency Regulations, the Chief Constables in mining areas to prohibit meetings and processions held in connection with the local stoppage calculated to lead to a breach of the peace. In a recent speech in that neighbourhood, Mr. Cook had said "We can easily smash the police, the dirty bluebottles." The Chief of Police considered that local feeling was now worse and, therefore, he prohibited the meetings yesterday. He, Sir William, supported him in that action.

In the distinguished strangers' gallery Mr. Cook himself listened to the debate, seated next to the Maharajah of Burdwan.

Another Meeting Banned by Police.

LONDON, October 25th.

Five thousand more miners are working to-day, making a total of 246,000.

Mr. Herbert Smith's meeting at Wombwell to-day was banned by the Police.

ANOTHER REPORT.

MR LLOYD GEORGE'S SPEECH.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 25th.

The debate in the House of Commons, on the renewal of the Emergency Regulations was opened by Mr. J. R. Clynes, Labour leader, in the absence of Mr. Ramsay MacDonald. Mr. Clynes regretted that there was no indication of action by the Government in regard to the coal stoppage. In many quarters, he said, there were signs of willingness to come together and offer an accommodation. He thought the very duration of the dispute afforded exceptional opportunities for a settlement by arrangement, in place of the unending trouble and disaster. The Labour Party had submitted, with some persistence, a suggestion for joint meetings. That suggestion was again offered, and it ought now to be more helpful than before. The Government had power to approach both the mine-owners and miners and to impress upon each their obligation to community.

Huge Cost of Struggle.

Mr. Lloyd George, the Liberal leader, quoted an estimate that this great struggle had already cost the sum of £485,000,000 to an over-burdened and harassed community. Was it not time, he asked, that something should be done by the Government to put an end to this state of things? He declared that the Government has shown neither resource nor impartiality. They had obeyed the dictates of the coalowners who had refused to negotiate. Peace would not be obtained by merely defeating the miners.

(*Continued on next Column*).

CAIRO-KARACHI AIR SERVICE.

INAUGURATION IN DECEMBER.

HONOUR FOR SIR ALAN COBHAM.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 26th.

Sir Alan Cobham has been made an Honorary Fellow of the Royal Aeronautical Society, the highest honour that that body can confer, and Sergeant Ward and Mr. Capel his companions, have been made Life Associates. A proposal is under consideration for perpetuating the memory of Mr. Elliott, the mechanic who was shot while Sir Alan Cobham was flying to Basra.

Air Vice-Marshal, Sir Sefton Brancker, will fly to Basra in one of he first two passenger aeroplanes intended for use on the 2,500 miles airway between Cairo and Karachi.

The machines will leave England in the middle of December. They are the first of a flight of five De Havilland Hercules aeroplanes driven by three Bristol Jupiter air-cooled engines of over 1,200 horse-power. One machine will land at Cairo.

The passenger fare from London to Cairo will be £50, and from London to Basra £100.

Sir Samuel Hoare, the Secretary for the Air, and Lady Hoare will leave on the third machine on the 27th December for Delhi. This 6,750 miles flight will constitute the official opening of the new Egypt to India Air Service.

THE NEW B.B.C.

RUGBY, October 25th.

The Postmaster-General announced in the House of Commons the Constitution of the Board of the new British Broadcasting Corporation. The Earl of Clarendon will be chairman and Lord Gainford vice-chairman. Other members will be Sir John Gordon Nairne, Dr. Montague Rendall and Mrs. Philip Snowden.

LIEUT.-COMDR. KENWORTHY.

TO SEEK RE-ELECTION FOR HIS CONSTITUENCY.

RUGBY, October 25th.

Lieut.-Commander Kentworthy, who has joined the Labour Party, took his seat with the Labour members to-day. He states that he intends to seek election for his constituency in Central Hull. It is probable, in that case, that he will be opposed by Liberal and Conservative candidates, and an interesting contest is anticipated.

[THROUGH REUTER'S AGENCY.]

Ironical Ministerical Cheers.

LONDON, October 25th.

When Commander Kenworthy took his seat as the new recruit of the Labour Party to-day, he was greeted with ironical Ministerial cheers.

SINGAPORE-CALCUTTA FLYING.

SIR ALAN COBHAM'S SUGGESTIONS.

LONDON, October 25th.

In the House of Commons, replying to a question with regard to Sir Alan Cobham's suggestions for improved meteorological and other facilities for a regular air service between Calcutta and Singapore, Sir Samuel Hoare said that before any such service was instituted any recommendations of Sir Alan Cobham as a result of his visit would be most fully considered by the authorities concerned.

Mr. Baldwin, the Prime Minister, referred to the various offers which had been made by the Government and which had been turned down by the miners' leaders, and said that he did not think anything could do more harm after so many failures than to enter into still further negotiations where they saw no prospect of any settlement. At this time he did not think there could be any hope of settlement if the question of hours were not at any rate considered with a view to their acceptance in various parts of the country. Our proposals have been rejected, said the Premier, and the Government have no further proposals to make. It is not for the Government to advise contending parties how they should settle what is and must remain an inddstrial dispute of the first magnitude.

District Settlements Urged.

RUGBY, October 26th.

Colonel Lane Fox, the Secretary for Mines, speaking late in last night's Commons' Coal Debate, made an earnest appeal for provincial district settlements, expressing the view that if such a course were sanctioned by the Miners' Federation, there could be an agreement within a week in the majority of districts. He particularly emphasised that such a step would not destroy the Federation but would leave it in exactly the same position as it held up to 1921.

The industry existed under district settlements till that date, and if the Federation had the confidence of the men it represented, it would remain. It was evident that under present conditions there were some districts which at any rate for a time would require some extension of hours if they were to maintain a decent and reasonable rate of wages. He said the Government would not risk further rebuffs until there was evidence of good sense as well as good will on the part of the disputants.

THE RISE OF THE FRANC.

EFFECT ON FRENCH TREASURY.

[THROUGH REUTER'S AGENCY.]

PARIS, Octoger 26th.

According to the *Echo de Paris*, the total appreciated currencies bought by the French Treasury, thanks to the steady rise of the franc would exceed four billions of paper francs.

The Banque de France itself could be engaged to the extent of £1,000,000 for the support of Belgian stabilization.

TENNIS SUSPENSION REMOVED.

LONDON, October 25th.

The Council of the Lawn Tennis Association has with the consent of the All India Association, removed the suspension of S. M. Jacob, which was imposed a year ago.

THE EARTHQUAKE IN TRANS-CAUCASIA.

A HEAVY DEATH ROLL.

MOSCOW, October 26th.

It is now reported that 350 were killed and 400 injured in the earthquake at Leninakan.

BELGIAN LOAN.

NEGOTIATIONS CONCLUDED.

BRUSSELS, October 25th.

The Government has concluded a $100,000,000 loan, for a period of thirty years at 7 per cent. interest, plus one per cent. for a sinking fund, at a stabilised rate of the franc at 175.

EGYPTIAN COTTON RESTRICTION.

LONDON, October 25th.

A Cairo telegram says that the Cabinet has decided to issue a decree limiting the cotton acreage of the country to two-thirds of the present area for the next three years.

HOME FOOTBALL.

SECOND DIVISION RESULT.

LONDON, October 25th.

Playing at home, Portsmouth drew with Darlington, there being no score.

[REUTER'S AMERICAN SERVICE.]

NEW YORK RESERVOIR RUNNING DRY.

NEW YORK, October 25th.

New Yorkers have been startled to learn that the Ashokan Reservoir, in the Catskill Mountains, built a decade ago at a cost of 160 million dollars is running dry.

The *Tribune* states, that a recent survey showed that the water was escaping through cracks in the bottom of the reservoir, which was considered one of the engineering wonders of the world and ample for all requirements of the metropolis for years to come.

WEDDING FEAST D...

CHINESE CHARGED ... WOUNDING.

A marriage feast held at West Po... on Monday night was disturbed by the behaviour of a number of the guests. A demand for money was stated to have been made by one man from another, and there followed a struggle in the course of which one man was taken by the hair and dragged into the street. Further money demands were made between other guests, and the position became serious when a knife was used and wounds were inflicted on one man.

The injured man was removed to hospital on the arrival of the police, and yesterday a Chekiang man appeared before Mr. R. E. Lindsell, charged with inflicting grievous bodily harm.

The case was adjourned for a week, bail being fixed at $100.

COOK-BOY REMANDED.

SEQUEL TO QUEEN'S GARDENS INCIDENT.

The cook-boy arrested in connection with Sunday night's hold-up in Queen's Gardens, when Mr. C. Channing and a girl companion were threatened with a dummy pistol, and the latter robbed of a finger ring and a pair of ear-rings, appeared before Mr. R. E. Lindsell yesterday on a charge of highway robbery.

The hearing was adjourned for a week.

SHANGHAI CUSTOMS EMPYLOYEE'S DEATH.

FOUND IN HIS ROOM WITH REVOLVER WOUND.

An inquest was commenced on the 22nd inst., at the Public Mortuary in Fearon Road before Mr. I. T. Morris, H.M. Coroner, over the body of Mr. J. E. Knight, an employee of the Chinese Maritime Customs, who is thought to have killed himself early on the previous morning in his rooms by shooting himself through the head with a revolver.

Evidence of identification was given by Mr. C. H. Fuller, also of the Chinese Maritime Customs, who lived in the same house as the deceased, at 105 Boone Road. Witness said that he was talking with Mr. Knight at 12.30 a.m. and at that time deceased seemed to be moody. He told witness that he thought he (deceased) would be better off dead than alive. This was the last time he was Mr. Knight.

At this stage the inquest was adjourned.

FREAK STORM IN AMERICA.

NEW YORK, October 25th.

What is described as a freak wind storm swept over New Jersey. Four were killed and many injured, the wind rising to 77 miles per hour. It upset small craft at sea and broke shutters and windows in skyscrapers, the glass showering down on pedestrians. A cargo boat in the Hudson River capsized and exploded. Two houses in the northern suburb collapsed.

Daily Press Cricket Competition.

Selecting the Hongkong Interport Team.

Series C Coupons.

THE DAILY PRESS CRICKET COMPETITION NOW ENTERS UPON ITS THIRD AND FINAL STAGE.

A SERIES C COUPON WILL BE PUBLISHED IN EACH ISSUE OF THE PAPER UNTIL THE END OF THIS MONTH.

TWENTY MORE CHANCES ARE GIVEN IN THIS SERIES OF SELECTING THE CORRECT TEAM. FOR EACH CORRECT NAME GIVEN ONE POINT WILL BE REGISTERED.

PROSPECTS OF WINNING.

THE MAXIMUM POINTS WHICH CAN BE SCORED IN THIS COMPETITION IS 990. EXPERTS CONSIDER THAT THE FIRST PRIZE WILL BE WON BY A TOTAL OF NOT MORE THAN 350.

IN SERIES C ALONE 220 POINTS CAN BE SCORED BY A COMPETITOR WHO CHOOSES THE CORRECT TEAM AND GIVES THIS CORRECT TEAM IN HIS FULL TWENTY LISTS.

IT IS, THEREFORE, NOT TOO LATE TO JOIN IN THE COMPETITION IN THE SECOND ROUND.

ONE LIST, ACCOMPANIED BY TWENTY COUPONS, WILL BE JUDGED AS TWENTY LISTS AND WILL BE MARKED ACCORDINGLY.

Prizes.

First Prize	**$200**
Second Prize	**50**
Third Prize	**25**

in the very unlikely event of a tie these prizes will be divided.

Coupon

HONGKONG DAILY PRESS

Cricket Competition

Series C. *October 27th, 1926.*

HARMONY!

If a motor tyre is to serve well—to yield good mileage and afford security on all the varied road surfaces covered by your car, the tread and casing must work harmoniously together: they must wear uniformly: the casing must be strong enough to carry the stout tough tread.

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DUNLOP

CORD TYRE

THE CASING AND TREAD WORK IN COMPLETE HARMONY.

The materials used in the Dunlop Cord Tyre are the best obtainable. Not only that but they are applied by the most skilful tyre builders in the world.

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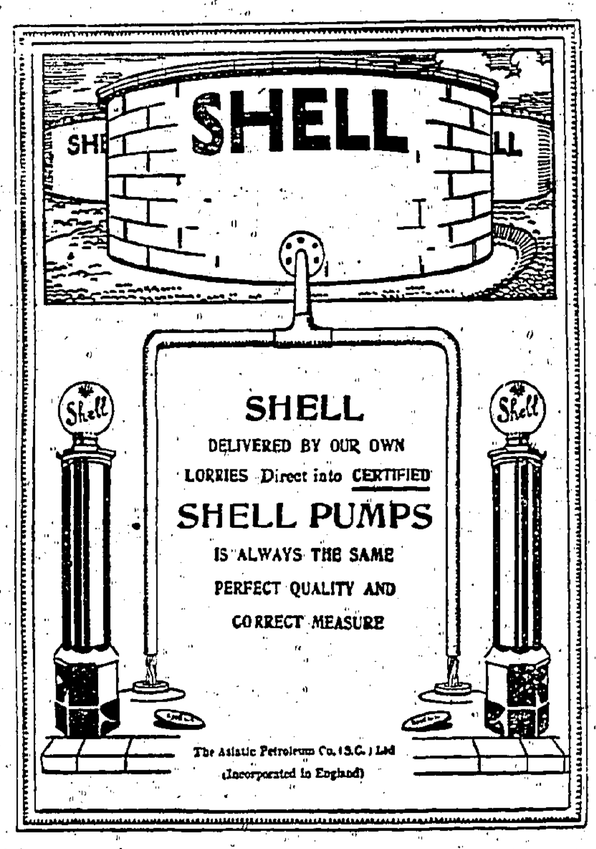

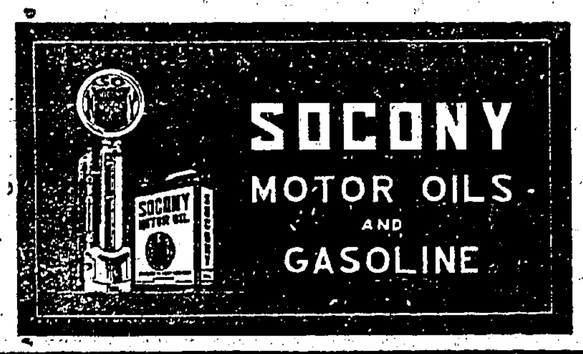

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APIOL & STEEL

Sure and certain for all Female complaints. Every lady should keep a box in the house.

Chemists and Stores sell them throughout the world.

Proprietor:

MARTIN, Chemist, Southampton, England.

THE NEW FRENCH REMEDY

THERAPION No. 1

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No 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, No. 1 & No. 2 10/6, No. 3 12/6. THERAPION CO., Haverstock Rd., N.W.5, London. Or MAY BE HAD FROM NO. 90, DUNCAN ST. NEW YORK CITY, OR 43 MAY STREET S. FRANCISCO

HONGKONG TIDE TABLE.

From October 27th to November 2nd, 1926.

Days of Week	Days of Month	High Water. H'kong. Standard Time.	High Water. Height.	Low Water. H'kong. Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	27	m 0 4	7 1	m 8 16	2 2
		No inferior	High	nor Low	Water
Thur.	28	m 0 44	6 8	m 9 34	2 4
		No inferior	High	nor Low	Water
Fri.	29	m 1 41	6 4	m 10 49	2 4
		No inferior	High	nor Low	Water
Satur.	30	m 3 24	6 1	m 11 45	2 4
		7 56 a	5 4	11 28 a	5 0
Sun.	31	m 5 16	6 0	0 26 a	2 4
		7 48 a	5 6		
Mon.	1	m 6 26	6 0	m 0 26	4 5
		7 58 a	5 8	1 21 a	2 4
Tues.	2	m 7 15	6 0	m 1 15	4 0
		8 10 a	6 1	1 34 a	2 4

Motoring Notes: A Weekly

Review dealing with matters of interest to all local motorists.—Improvements for 1927—This year's Show at Olympia—Hongkong Traffic Problems.

[BY AN OWNER-DRIVER.]

GARDEN ROAD.

The present traffic arrangements at Garden Road have been, apparently, brought into operation because of the road opening at the bottom of the slope.

It suggests, however, the idea of establishing a permanent one way traffic arrangement.

If the road through the military grounds were put into a better state of repair few motorists would object to the idea of always going down that way. There is so much traffic along the lower portion of Garden Road, including the motor buses which run Westward to Felix Villas, etc., that it would be much less strain on drivers if this arrangement were permanent.

There is far less complication for the policeman on duty at the lower end of Garden Road now that he has to watch only for cars that are to ascend the slope.

ONE WAY TRAFFIC.

There was a scheme, suggested by the local Automobile Association, for simplifying the usual traffic tangle at that point. All cars coming down the slope were to go Westward. They were to turn at the City Hall if they wished to go out to the Eastern section of Hongkong.

The local traffic authorities, however, did not take kindly to the scheme, but nothing in such matters is final and the advocates of traffic reform in Hongkong should not be discouraged.

The great thing is to lose no opportunity of advocating wider roads, and road improvements generally.

THE WAY TO WORK THINGS.

A correspondent sends a suggestion about having a man with a red flag standing by when there are road openings. That is usually done. He should mention a definite case.

Any particular place that may be thought to be dangerous should be mentioned in writing to the Secretary of the local Automobile Association.

He usually manages to work tactfully with the traffic authorities and everyone has a good word for the present head of the traffic department of the police, who seems always eager to listen attentively to any suggestions that are made to him. Therefore with an efficient secretary of the local A.A., and a genial and efficient officer in charge of the traffic department we may expect to have arrangements for motorists at their best, as far as it is within the power of these two to help.

ROUND THE ISLAND.

All motorists will be pleased with the announcement that the road round the island is now opened again for traffic.

Caution is needed and it is probably unwise to try the section between Repulse Bay and the corner of Shek O Road at night.

In the daytime the joy of seeing the wonderful scenery is great. The ride along the road round the island is one that is always worth the effort.

INSURANCE PROBLEMS.

It is rumoured that when the big rock fell down the hillside and finally came to rest at the Pokfulam Road pumping station a small car was buried beneath it. There is also a story that the car was not insured.

The insurance experts must decide whether the ordinary policy covers the loss caused by such a calamity. Most of us believe that it a good thing to insure against every possible loss.

The advice that must be given on this subject of insurance to every motorist is this: Insure your car, yourself and your passengers as fully as is possible.

There is a movement on foot in England to make insurance against third party risks compulsory. Whether it would be possible to do that in this place is, perhaps, doubtful. The Chinese chauffeur will take risks. It is some consolation to the injured party to know that the chauffeur's licence has been cancelled, but the grievance of obtaining little or no compensation remains. Are any of the "pirate" cars insured? They must cause other drivers quite a lot of anxiety.

CONCRETE ROADS.

The world's growth of motor traffic has stimulated public interest in the matter of road construction. In Hongkong, we have been especially fortunate because the engineers-in-charge of this class of work have studied the subject very carefully and have provided motorists with ample roads. Congresses devoted to the technical aspect of road construction were held recently at Milan and Rome and over one thousand members were present at the International Roads Congress.

VARIOUS ROAD MATERIALS.

Subjects discussed included concrete roads, bitumen, asphalt and tar surfacing and standardization of materials. Over 20 reports were presented giving an account of practice and experience with concrete roads in the United States, Great Britain, Italy, France, Belgium, Denmark, Sweden and Holland. The delegates inspected a road more than 50 miles long, just outside of Milan, made of concrete.

The British delegates reported on several types of concrete road construction. There are six sections of concrete roads in Manchester and in country areas in Surrey. The Belgian and Italian delegates mentioned several cases of concrete roads made on patented systems. The Congress passed a resolution that concrete roads constructed on the improved systems had been found suitable for carrying a large volume of heavy traffic. Are they suitable for Hongkong?

SPECIAL ROADS.

This is a subject of great importance in China, because many people think that the railway is already out-of-date. They suggest that special roads should be constructed for motor traffic. One of the English delegates said that there was no need for the construction of special roads for motor traffic in Great Britain. New routes proposed to link up Rome with Naples, Milan and Turin and Genoa, however, show that roads of this type are likely to find favour in other countries. Imagine the joy of the motorists driving on a special road 150 feet wide running from Kowloon to Calais!

These special roads may indeed cause railway construction to be brought almost to a standstill. It would be interesting to know what would have been the cost of constructing a special road to Canton from Kowloon, or even the cost of building a road 100ft. wide. The Canton-Kowloon Railway was a very expensive line to build, especially the British section. The chief cause of the expense was the great cost of the tunnels. There are no tunnels for the road out to Fanling and it would be of interest to have the figures comparing the cost of the road to Fanling with that of the railway. Also traffic and upkeep figures.

THE SHOW AT OLYMPIA.

The cables have announced that the great motor show at Olympia has this year fully come up to expectations. Some very valuable orders have been booked. Naturally enough the type of car most in demand is the one that is within the means of the greatest number of people. It is sold round about the figure of £200—the popular price appearing to be rather below than above that sum.

It is said that with any commodity nowadays the supply creates the demand. The salesmen say that they are able to "educate the public." What seems to be happening is that bigger numbers of the working classes and the lower middle classes are spending money on motor transport.

No doubt many of the sales made to working men are arranged on the hire purchase system. The statistics of the U.S.A. show how popular is that arrangement in that country. It apparently has not been tried in Hongkong—or if it has, the fact is not advertised.

THE FINANCIAL SIDE.

A glance through the share list of many of the firms exhibiting at Olympia shows us, that, during the past two or three years, they have not had a very flourishing time from the point of view of the shareholders. All sorts of efforts have been made to arrange amalgamations so that overhead expenses may be cut down. These have not been successful.

The pioneers in the British motor industry were, in many cases, men who had been connected with the production of cycles. They were, nearly all of them, great individualists and they liked to run their own works.

A GREAT INVENTION.

At the Empire Conference Mr. Amery, the Colonial Secretary (who represents a constituency in Birmingham not far from Coventry) gave some astonishing figures about the export of bicycles from Britain. The "safety" bicycle, as it used to be called, is the pioneer of the modern motor-cycle and the man who first conceived the idea of making the safety bicycle was a great inventor, although he probably had had very little scientific training. The old type of "bone shaker" that was ridden before the safety was produced would never have been as popular as the present type and it is impossible to imagine a motor-cycle of that shape.

THE IMPROVEMENTS FOR 1927.

The chief interest of keen motorists who visit the Olympia show is in the new improvements. Radiator capacity has been increased by about fifty per cent. in one of the most popular models. It will be of great interest to see whether super-charges are being adopted in any of the high priced touring cars. Apparently most of the improvements are in the body work of the car. The saloon type seems to grow more and more popular each year.

CHEAP MILEAGE.

A trial proving the reliability and economy of the British small car was recently run under Royal Automobile Association observation. An official of the R.A.C. selected one of the cars from stock. The trial consisted of 779 miles run in Great Britain and 821 miles run in France.

The first run was from Coventry to Edinburgh, Edinburgh to Dover then across the Channel to Calais. From Calais the car went to Monte Carlo.

Four passengers were carried. The weight of the car complete with passengers and their luggage was 23½ hundredweight.

CONSUMPTION FIGURES.

The petrol consumption averaged 35.85 miles to the gallon. The oil consumption was as low as 1,327 miles to the gallon. The cost of the whole run, for petrol and oil, worked out at 3/5 of a penny per mile. That calculation is made on the retail prices for petrol and lubricating oil in England at the time.

On the British part of the route the average speed was twenty miles an hour. In France the average speed worked out at just under thirty miles an hour. It is probable that the road from Calais to Monte Carlo is much straighter than the roads traversed on the English section of the trial.

EXPERT DRIVING.

Nobody supposes that the ordinary owner-driver would be able to obtain such good figures, but the results show plainly enough that the British small car is both economical and reliable. The selling price of the car tested is £225 in England. The tax rating is 9 horse-power.

For a four-seater, that is rather on the limit of low horse power for Hongkong, although it must in fairness be said that there are big hills between Calais and Monte Carlo. In all of these trials the drivers are expert. They know just how to avoid the sort of trouble that the inexperienced owner-driver gets into.

The car was selected from stock by the R.A.C. official; but we may be quite sure that one of the passengers was a highly skilled motor engineer. He made all of those nice little adjustments that mean so much in the struggle to secure the last decimal figure of a mile in the record for the number of miles run on a gallon of petrol.

In this particular trial, so it is stated, the car was only attended to on one occasion during the whole of the run of 1,600 miles. That was when the carburetter was cleaned out. This is an adjustment that is well worthy of attention. Any carburetter may easily cause poor mileage if there is dirt on it.

THE RESULTS.

The figures given above are of great interest because British manufacturers are making a great name for themselves all over the world for the production of a light and efficient car. The trouble that meets the prospective buyer is this. He wants a small car (at a small price) but he wants something that will stand rough handling.

One of the most famous light cars was fairly popular in this Colony but, with four up, it usually "boiled" on long hills. The new design of that car includes a much bigger radiator—one that is 50 per cent. bigger than the old model.

FOUR-WHEEL BRAKES.

The announcement has been made recently by a well-known firm of motor manufacturers that the new cars of the 1927 model will be fitted with mechanically operated four-wheel brakes.

The system of operation on the 1927 is known as "hydraulic transmission" or "automatic" type and so on. The principle upon which this system works is as follows: The brakes are operated by tiny pistons which in turn are moved by oil pressure. This oil is taken from the gear box.

JERKY ACTION.

Four-wheel brakes are most useful. Many a nasty accident has been saved by their prompt application. For many years designers of cars tried to evolve some satisfactory method of operating four-wheel brakes. The system of oil transmission mentioned above seemed to ensure that all four brakes should be applied simultaneously.

The acid test of daily use, however, soon showed that these brakes had one weak point. They were difficult to apply so that the car came to rest without a jerk.

Even a skilful driver finds it hard to apply the brakes without bringing the car to a sudden standstill. In emergency that, of course, is very desirable, but it is unpleasant to have it happen whenever you want to slow down. There is a jerky action with these brakes.

It is said that the tiny pistons stick in their cylinders, especially if thick oil is used for transmission purposes. Experts recommend that cylinder oil should be put into the gear box when the brakes are operated by oil from the gear box.

It remains to be seen whether the mechanically operated four wheel brakes can be operated so that all four will be applied simultaneously. If so, they will become popular and possibly less expensive than the other type.

INSURE

YOUR

MOTOR CAR

WITH

GILMANS.

THE "OCEAN" COMPREHENSIVE POLICY

[24

S.O.A.E.O.

DEALERS AND MANUFACTURERS of Oxygen and Acetylene Gas

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.

BEST REPAIRS! LOWEST PRICES!

Carbonic Acid Gas, Ammonia, Calcium of Carbide, Motor Cycle, Acetylene Tanks, all necessary equipment for Low and High Pressure Autogenous Welding.

Blowpipes, Gauges, Scraping Powder, Electrodes and all kinds of Metals for Welding Purposes.

BOILER REPAIRS A SPECIALITY.

Autogenous Welding of all Metals by Oxy-Acetylenic and Electric Processes.

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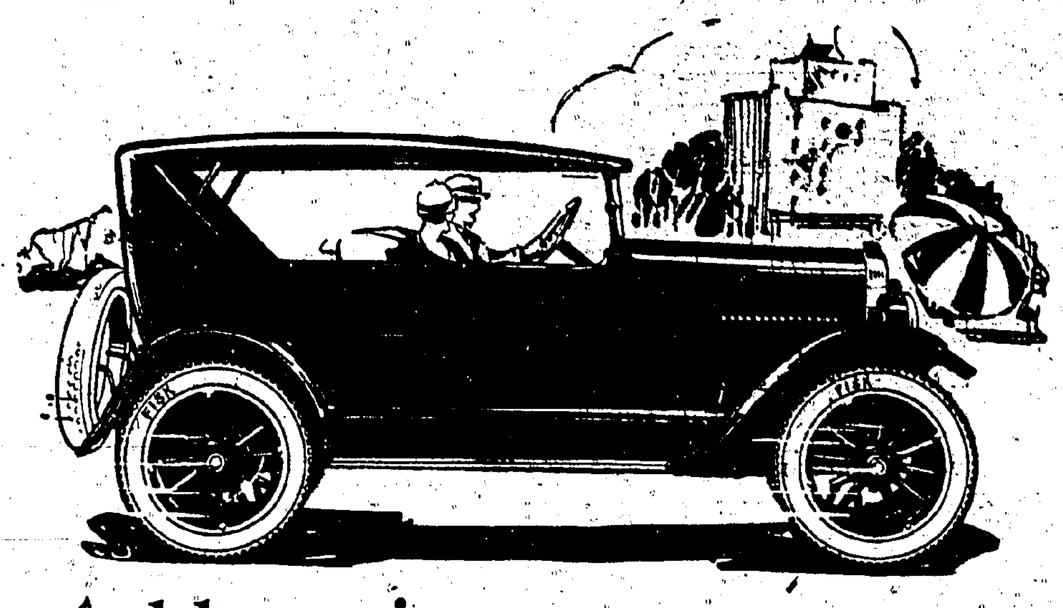
For Urgent Repairs:—Kowloon 788.

Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS.

108] A.P.B.



Add up its 91 superior features!

In the light-car field this Overland leads, and *over 760,000 owners throughout the world know it*. This wide-spread popularity has been won by quality construction including such self-evident advantages as genuine Molybdenum steel, genuine Chrome Vanadium steel, heavy channel steel frame, and such quality features as Auto-Lite starting, lighting and ignition, Tillotson single-adjustment carburetor, Stewart vacuum feed and 85 other features . . .

More than three-quarters of a million men and women who today own and drive this smart-looking, sturdy Overland have discovered through the acid test of actual service that for comfort, room, power, speed, endurance—and all those elements that make for quality and value and owner-satisfaction in a motor-car—there has never yet been built another light car that can equal it.

We reserve the right to change prices and specifications without notice.

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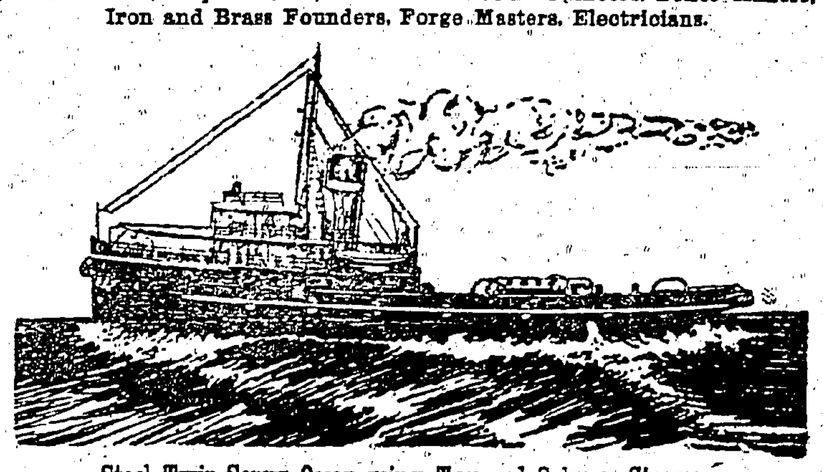


Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

HONGKONG SHIPPING.

INCREASED FREIGHTS YESTERDAY.

Yesterday morning's shipping statement showed that, although there were only two more arrivals than on the previous day, there was a decided increase in freight, Hongkong cargo having gone up by over 12,000 tons, and freight for ports beyond by 16,000 tons, compared with the previous period. Several returns made were very good, but the biggest, at least for Hongkong, consisted mostly of coal and liquid fuel.

For the twenty-four hours ended at 9 a.m. yesterday thirteen vessels had arrived, *viz.*, five British, one Norwegian, one German, four Japanese and two Chinese. The departures during the same period numbered ten, *viz.*, six British, one American, one Norwegian and two Chinese, with clearances three, *viz.*, one French, one Danish and one British, leaving a total of 60 vessels in the harbour, of which 25 were British.

The Freights.

The freight returns showed an inward registry of 18,119 tons of cargo for Hongkong, with 9,184 tons in the five British arrivals, and 8,935 tons in ships of other nationalities. The best returns by British vessels were 1,170 tons rice and general (all but 100 tons being rice) and 6,692 tons of liquid fuel in an Asiatic Petroleum steamer from San Pedro. A Japanese steamer brought 1,504 tons of general, another Japanese vessel 1,880 tons of coal and general (only 380 tons being general) while a third steamer under the same flag brought 4,165 tons of coal. For ports beyond there were 16,698 tons of freight recorded, 2,175 tons being carried in two British vessels (one returning 1,800 tons) and 14,523 tons in other vessels. The returns of other vessels were 2,000 tons, 8,628 tons and 3,897 tons.

The tabulated list of arrivals and clearances will be found on page 10, but details regarding the principal arrivals and sailings will be found reported elsewhere.

SHIPPING NOTES.

The medical inspection of vessels arriving from Shanghai at Amoy and Swatow is discontinued.

The Superintendent of Customs and Treaty Power Consuls having declared the port of Kiaochow (Tsingtao) and Amoy to be no longer cholera infected, the sanitary regulations will cease to be enforced on vessels arriving at Foochow from these ports on and after October 13th.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 103.

(Continued at foot of next Column.)

CONSIGNEE NOTICES.

HAMBURG-AMERIKA LINIE.

THE Steamship "HESSEN"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st November, 1926, will be subject to Rent.

All Claims must reach us by 2nd November 1926, or they will not be recognised.

All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 30th October, 1926, 10 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JEBSEN & Co.,
Agents, Hong Kong.

Hongkong, 25th October, 1926. [4105

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENARTY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st November, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th November, 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st November, 1926, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 25th October, 1926. [4108

The Canadian Pacific Co. have issued a very attractive booklet explaining the change of name of the Dominion Express. The C.P.R. have acquired the property, goodwill and charter and the new name will be Canadian Pacific Express Co. It is felt that this fusion will lead to a still better service to travellers and shippers on the through Canada routes. Copies are available at the local office.

VESSELS ARRIVING AND LEAVING.

DETAILS OF FREIGHTS AND PASSENGERS.

From Calcutta and Singapore the N.Y.K. steam *Nagano Maru* arrived yesterday morning with a cargo of 489 tons of general merchandise. She will sail for Moji direct this morning.

The Messageries Maritimes *Angkor* arrived from Japan and Shanghai, yesterday with cargo for Hongkong and freight for Saigon and Marseilles, for which ports she sailed last evening. She had fourteen first class, eight second class and 27 third class passengers on board, with twenty sailing from Hongkong. She brought mail from Japan, Shanghai and Home and Europe *viâ* Siberia, amounting to 206 bags, with 31 bags of mail from Home, and 29 from the Continent.

The Lieut. St. Loubert, another French steamer, also arrived from Antwerp, London and Saigon yesterday.

Other arrivals yesterday afternoon, included the British vessels *Wai Shing* from Shanghai and Foochow with 500 tons of general and 300 tons for ports beyond; *Hong Hwa* from Rangoon and Singapore with 300 tons of general and 12 tons forward; *Sui Yang* from Shanghai with 850 tons of general and the *Kwangse* from Shanghai and Haiphong with nothing for this port, but 2,280 tons of coal for other ports.

With a cargo of 8,693 tons of liquid fuel consigned to the Asiatic Petroleum Co. here the oil tanker s.s. *Adna* arrived on Monday afternoon from San Pedro, California. She will return to San Pedro after discharging her cargo.

Two M.B.K. steamers arrived on Monday afternoon. The *Yeijun Maru* brought a cargo of 1,500 tns of coal, 140 tons of vermicelli and 240 tons of cereals from Dairen and Chefoo; the *Ikomasan Maru* coming from Miike brought 4,185 tons of coal.

From Hamburg and Singapore the German steamer *Hessen* arrived on Monday afternoon with a cargo of 739 tons of general merchandise. She will load cargo here and will sail for Shanghai this afternoon.

The Dollar Line *President Cleveland* is due in Hongkong from the North to-morrow, and will continue her trip to Manila on Friday at 3 p.m.

The P. & O. s.s. *Khyber* is also due on Friday with cargo and mail from Shanghai and will take the Home mail on Saturday.

The mail from Home *viâ* Suez (letters and papers, dated London, September 30th, and parcels of the 23rd) arrives this week on the P. & O. s.s. *Karmala*, which is due on Friday or Saturday.

CLAIMS BY HONGKONG POST OFFICE.

OVER $28,000 PAID BY PHILIPPINES.

The *Manila Bulletin* states that claims against the Philippines Bureau of Posts by the Hongkong Post Office amounting to $28,543.67, corresponding to accounts paid by the Hongkong Government for the onward transmission of Philippine mails were allowed recently by Mr. Jose Topacio, Director of the Bureau of Posts. The claim represents payments made from time to time by the Hongkong Postmaster General during 1924 and 1925.

Mr. M. J. Breen, Postmaster General of Hongkong, in a letter to the Executive Bureau and to the Director of Posts complains of the inattention of the local post office to letters demanding settlement. In one of the letters received last week, Mr. Breen threatened to take up the matter with the International Bureau of Postal Union, Berne, for arbitration. Director Topacio in reply states he was not aware of the existence of the claim until this week, when he received Mr. Breen's last communication.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Karmala* left Singaport for this port on the 25th inst. at 3 p.m., with the outward English mails, and is due here on the 30th inst., at about noon.

The R.M.S. *Empress of Russia* arrived at Yokohama yesterday at 9 a.m., left the same day at 3 p.m., and is due at Hongkong on November 3rd, at 9 a.m.

VESSELS EXPECTED.

Arafura (E. & A.), due to-day.
Devanha (P. & O.), due this morning.
Empress of Russia (C.P.R.), due November 3rd, 9 a.m.
Japan (Swedish East Asiatic), due October 29th.
Karmala (P. & O.), due October 30th, about noon.
Mirzapore (P. & O.), due October 31st, about 5 p.m.
Saarland (Hamburg-Amerika Linie), due this morning.
Sumatra (Swedish East Asiatic), due October 29th.
Tanda (E. & A.), due November 1st.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 26th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.95	29.98	29.94
Temperature ...	76	70	76
Humidity ...	73	84	73
Wind Direction...	East	ENE	ENE
,, Force ...	3	1	3
Weather	C	B	B
Rain	0.00	0.00	0.00

Highest open-air Temperature on 25th ... 78
Lowest open-air Temperature on 26th ... 70

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK via SINGAPORE.

CONSIGNEES per Company's Steamer "DIOMED" are hereby notified that the Cargo having arrived per s.s. "KEEMUN" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON, within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd November will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th October, 1926. [4114

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Company's Steamer "KEEMUN" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd November, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th October, 1926. [4115

S.S. "LIEUTENANT SAINT LOUBERT BIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBOROUGH, LONDON, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 6 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 1st November, 1926, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 3rd November, 1926, or they will not be recognized.

All damaged Packages will be examined on Monday morning, the 1st November, 1926, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent.

Hongkong, 26th October, 1926. [4117

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENBEG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 1st November, 1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas on 29th October, 1926, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 24th October, 1926. [4103

OVER HALF A CENTURY REPUTATION
Dr. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
INVALUABLE for Diseases of these Important Organs, Gravel, Backache, Gout, Rheumatism. From 8s. Sold by Chemists, or Post Free, Dr. LE CLERC & Co., Haverstock Rd., N.W. 5, London
Dr. LE CLERC'S VEG. APERIENT PILLS. For the Liver.
Dr. LE CLERC'S PILLS FOR ARMENIA. 2/6 per Box.
SAFE AND RELIABLE FOR LADIES AND CHILDREN.
USE LE CLERC'S SOAP 1s. or 6 Tablets

SHIPPING NEWS.

ARRIVALS.

October 25th.

Benarty, British str., 3,864 tons, Capt. H. W. Bee, from Leith and Singapore. The latter part she left on October 10th, with a general cargo, lying at Kowloon Wharf.—Gibb, Livingston & Co.

Chung Hing, Chinese str., 249 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C15.—Hong On Co.

Hellas, Norwegian str., 1,114 tons, Capt. S. T. Davidson, from Bangkok and Swatow, with a general cargo, lying at buoy No. B47.—Thoresen & Co.

Hessen, German str., 4,887 tons, Capt. Th. Kirchhuff, from Hamburg and Singapore. The latter port she left on October 20th, with a general cargo, lying at Kowloon Wharf.—Jebsen & Co.

Kiangsu, British str., 1,555 tons, Capt. C. S. Isbister, from Bangkok, which port she left on October 19th, with a general cargo, lying at buoy No. B13.—B. & S.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with pigs, lying at Luen Cheong Wharf.—Fook Hoi Co.

Teijun Maru, Japanese str., 1,284 tons, Capt. R. Fukuhara, from Dairen and Chefoo. The latter port she left on October 19th, with coal and vermicelli, lying at buoy No. C42.—M.B.K.

October 26th.

Angkor, French str., 3,000 tons, Capt. Clarice, from Shanghai, which port she left on October 23rd, with a general cargo, lying at buoy No. A20.—Messageries Maritimes.

Glenfalloch, British str., 1,434 tons, Capt. J. R. Connor, from Singapore and Amoy, with a general cargo, lying at buoy No. A10.—Seng Soon Hong.

Hong Hwa, British str., 1,924 tons, Capt. D. M. May, from Rangoon and Singapore. The latter port she left on October 20th, with a general cargo, lying at buoy No. A8.—Seng Soon Hong.

Ikomasan Maru, Japanese str., 1,952 tons, Capt. F. Miyazawa, from Miike, which port she left on Oct. 20th, with a cargo of coal, lying at buoy No. B51.—M.B.K.

Kwei Sang, British str., 1,335 tons, Capt. N. W. van Cortlandt, from Bangkok, which port she left on October 19th, with rice and general cargo, lying at buoy No. C35.—Jardine, Matheson & Co.

Kwangse British str., 1,228 tons, Capt. Geo. D. Mills, from Haiphong, with 2,280 tons of coal and general cargo, for Shanghai, lying at buoy No. C20.—B. & S.

Lieut. Saint Laubert Bie, French str., 3,156 tons, Capt. Seraphino, from Antwerp, London and Saigon. The last mentioned port she left on Oct. 2nd, with a general cargo, lying at Kowloon Wharf.—Messageries, Maritimes.

Nanago Maru, Japanese strfl, 3,824 tons, Capt. S. Hamaguchi, from Singapore, which port she left on October 19th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Nyanza, British str., 4,321 tons, from Shanghai, which port she left on October 23rd, with a general cargo, lying at buoy No. A3.—Mackinnon, Mackenzie & Co.

Sui Fung, British str., 1,594 tons, Capt. A. McDowell, from Shanghai, which port she left on October, with a general caro, lying at buoy No. B9.—B. & S.

Van Cloon, Dutch str., 2,862 tons, Capt. H. G. Blits, from Amoy, with a general cargo, lying at Stonecutters.—J.C.J.L.

Waishing, British str., 1,173 tons, Capt. Dockwrey, form Shanghai, which port she left on October 22nd, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

CLEARANCES.

October 26th.

Adna, for Miri.
Angkor, for Saigon
Benarty, for Takao.
Glenfalloch, for Amoy.
Hai Ning, for Swatow.
Hessen, for Shanghai.
King Yuen, for Amoy.
Kut Sang, for Amoy.
Lieut. St. Lubert Bie, for Shanghai.
Nagano Maru, for Moji.
Seattle Maru, for Singapore.
Solviken, for Canton.
Sui Yik, for Sha U Chung.
Waishing, for Canton.

PASSENGERS.

ARRIVALS.

By the M.M. s.s. *Angkor*, on October 26th:—Mr. R. Lataste, Mr. Chaudoin, Mr. M. Carim, Mr. and Mrs. F. R. Dules, Mr. and Mrs. Zerner, Mrs. MacBice, Mrs. Odent, Mr. Debradaet, Mr. M. Jehenne, Mr. Delaire, Mr. and Mrs. Michel, Mr. Dorey, Mr. J. Hers, Rev. S. George, Mr. R. C. Henley, Mr. and Mrs. Huet, Rev. Marques, Rev. Kierman, Mr. Muret and Mr. Gilet.

DEPARTURES.

By the M.M. s.s. *Angkor*, on October 26th:—For Saigon: Mr. G. M. Thompson, Miss T. Thompson, Mr. and Mrs. H. Labussiere, Mr. and Mrs. J. Kasteleyn, Miss J. Kasteleyn, Miss Waterbury, Miss R. Smithe, Mrs. Griffin, and Mr. G. Cuvillier. For Singapore: Mr. and Mrs. A. D. de Ket Angelino, Mr. A. Burns, Mr. N. N. Feltes, and Mr. S. Y. Zelezniak. For Marseilles: Mrs. Bignotti, Mr. Bignotti, jr., and Mrs. R. Pineau.

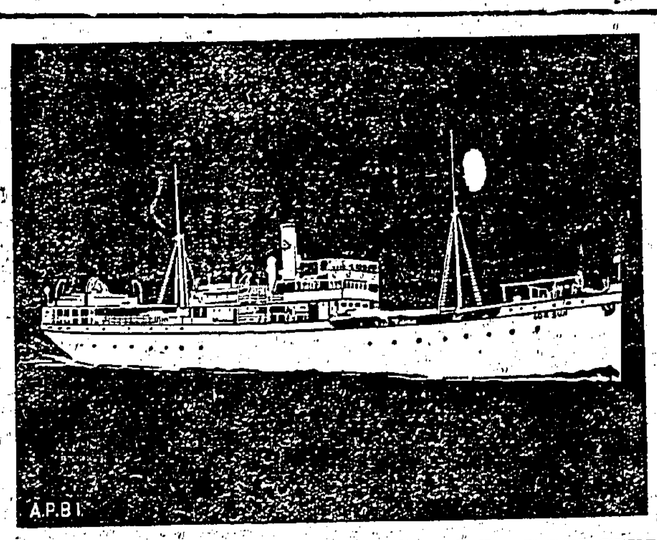
HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SALINGS FROM EUROPE FOR SHANGHAI AND JAPAN.
S.S. "PREUSSEN" ... due here on or about the 23rd November

SAILINGS TO EUROPE
S.S. "SAARLAND" ... ... sailing from here on or about the 28th October
S.S. "HESSEN" ... ... sailing from here on or about the 30th November

For freight, passage and further particulars please apply to
JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225. [16



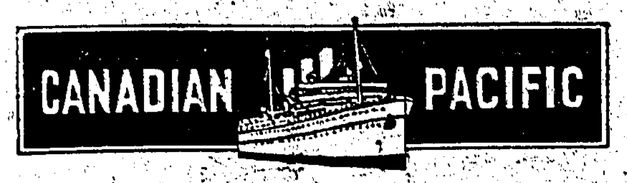
CHINA BORNEO SHIPPING Co.'s S.S. "LOK SUN"
Sailing from Hongkong for Borneo Ports, November 15th.
For Freight, Passage and other Information, please apply to—
CARMICHAEL & CLARKE, Agents. QUEEN'S BUILDING. PHONE. C. 232.
OR
W. WATT & CO., Agents. 188, WING LOK STREET WEST. PHONE. C. 4968.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.
THE NEW FAST AMERICAN STEAMERS
FOR VICTORIA AND SEATTLE
SHANGHAI—KOBE—YOKOHAMA
"PRESIDENT JEFFERSON" ... ...Oct. 31st, 5 p.m.
"PRESIDENT GRANT" ... ...Nov. 12th, 5 p.m.

TO EUROPE—£120—£112
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA
"PRESIDENT GRANT" ... ...Nov. 4th, 5 p.m.
"PRESIDENT MADISON" ... ...Nov. 16th, 5 p.m.
HONGKONG AND SHANGHAI BANK BUILDING.
Telephones: Central 2477, 2478 & 795. [18



QUICKEST TIME ACROSS THE PACIFIC

NEXT SAILING TO THE PACIFIC COAST
"EMPRESS OF CANADA"
WILL SAIL FOR
VICTORIA AND VANCOUVER
via SHANGHAI and JAPAN PORTS
At Daylight, FRIDAY, October 29th.

CANADIAN PACIFIC EXPRESS
Travellers Cheques
Experienced Travellers carry them because of their convenience and safety
GOOD THE WORLD OVER
Ask any Canadian Pacific Agent

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*KOREA MARU ... ... Tuesday, 2nd Nov., at Noon
SHINYO MARU ... ... Tuesday, 16th Nov., at Noon
SIBERIA MARU ... ... Monday, 29th Nov., at Noon
*Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
ANYO MARU ... ... Friday, 26th Nov., at Noon
BOKUYO MARU ... ... Friday, 17th Dec., at Noon
BAKUYO MARU ... ... Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports
*KAMO MARU ... ... Saturday, 6th Nov.
KATORI MARU ... ... Saturday, 20th Nov.
*ATSUTA MARU ... ... Saturday, 4th Dec.
KASHIMA MARU ... ... Saturday, 18th Dec.
*Omit Malaca and Aden.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... ... Wednesday, 24th Nov., at 11 a.m.
TANGO MARU ... ... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
LISBON MARU ... ... Friday, 29th Oct.
TSUYAMA MARU ... ... Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
WAKASA MARU ... ... Wednesday, 17th Nov.

BOMBAY via Singapore, Penang & Colombo.
TOTTORI MARU ... ... Friday, 29th Oct.
AWA MARU ... ... Thursday, 11th Nov.

CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU ... ... Sunday, 31st Oct.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... ... Saturday, 20th Nov.

SHANGHAI, KOBE & YOKOHAMA.
SANDO MARU ... ... Sunday, 31st Oct.
KASHIMA MARU ... ... Monday, 1st Nov.
GENOA MARU ...(Moji direct) ... ... Tuesday, 13th Nov.
HAKONE MARU ... ... Monday, 15th Nov.
TAMBA MARU ... ... Thursday, 20th Nov.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

M.M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PORTHOS ...A ...			9th Nov., 1926.
CHAMBORD ...B ...	24th Sept., 1926	27th Oct., 1926	23rd Nov., "
PAUL LECAT ...A ...	8th Oct., "	10th Nov., "	7th Dec., "
GENERAL METZINGER A	22nd Oct., "	24th Nov., "	21st Dec., "
AMAZONE ...B ...	5th Nov., "	8th Dec., "	4th Jan., 1927
ANGERS ...B ...	19th Nov., "	22nd Dec., "	18th Jan., "
D'ARTAGNAN ...A ...	3rd Nov., "	5th Jan., 1927.	1st Feb., "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A Class Steamers: 1st Class.....£ 93. 0d. 0d. | 2nd " .....£ 70. 0d. 0d.
B Class Steamers: 1st Class.....£ 85. 0s. 0d. | 2nd " .....£ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES. (CARGO BOATS).
s.s. "YANGTSE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 20th November.
Sailings subject to alteration without notice.

For full Particulars, apply to:— MESSAGERIES MARITIMES CO.,
Telephone. Central 740. 8, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION. [3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON ...	"WAISHING"	...Wednesday,	27th Oct., at 9 a.m.
STRAITS & CALCUTTA ...	"HOSANG"	...Thursday,	28th Oct., at Noon.
TSINGTAU via SHANGHAI...	"WAISHING"	...Saturday,	30th Oct., at 6 a.m.
TIENTSIN ...	"CHEONGSHING"	...Tuesday,	2nd Nov., at Noon.
SANDAKAN ...	"HINSANG"	...Tuesday,	2nd Nov., at 2 p.m.
STRAITS & CALCUTTA ...	"KUTSANG"	...Thursday,	2nd Nov., at 3 p.m.
HAIPHONG via HOIHOW ...	"MINGSANG"	...Wednesday,	3rd Nov., at 10 a.m.
SHANGHAI ...	"FOOSHING"	...Friday,	5th Nov., at 5 p.m.
KOBE via MOJI ...	"FOOKSANG"	...Saturday,	6th Nov., at 7 a.m.
STRAITS & CALCUTTA ...	"KUMSANG"	...Monday,	8th Nov., at 3 p.m.
SANDAKAN ...	"MAUSANG"	...Monday,	13th Nov., at 2 p.m.
TIENTSIN ...	"OHIPSHING"	...Sunday,	14th Nov., at 6 a.m.
STRAITS & CALCUTTA ...	"NAMSANG"	...Monday,	15th Nov., at 3 p.m.
OSAKA via MOJI & KOBE...	"LAISANG"	...Wednesday,	17th Nov., at 7 a.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.
U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel.	Discharges	Leaves H'kong.
"GLENTARA"	16th Nov.	"CARMARTHENSHIRE"	30th Nov.	
"CARNARVONSHIRE"	27th Nov.	London, Rotterdam & Hamburg via Oran.		
"GLENSHIEL" ...	9th Dec.	"GLENTARA"		29th Dec.
"PEMBROKESHIRE"	26th Dec.	London, Rotterdam & Hamburg via Oran.		
"GLENIFFER"	6th Jan.	"GLENSHIEL"		26th Jan.
"GLENOGLE"	20th Jan.	London, Rotterdam & Hamburg via Oran.		

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.
Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d. }

NEXT SAILINGS:

STEAMERS: *ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONGKONG AND SAILINGS FOR: SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
†s.s. "GOETTINGEN"...	—	29th October, 1926.
*s.s. "SAARBRUECKEN"	—	14th November, "
*s.s. "COBLENZ" ...	5th November, 1926	11th December, "
*s.s. "YORK"	2nd December, "	2nd January, 1927.
*M.S. "FULDA"	30th December, "	6th February, "
*s.s. "DERFFLINGER"	27th January, 1927.	26th February, "
*s.s. "TRIER" ...	25th February, "	26th March, "
*s.s. "SAARBRUECKEN"	25th March, "	30th April, "
*s.s. "COBLENZ"... ...	22nd April, "	21st May, "

† Will also call at Marseilles in addition to the usual ports.
For Freight and Passage, please apply to—
MELCHERS & CO.,
Telephone C. 4557.
3, Queen's Building, Chater Road. Agents, HONGKONG. [20

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE OR ABOUT	FOR
TJITAROEM ...	JAVA & M'CHAR.	26th Oct.	28th Oct.	S'HAI & NORTH CHINA
TJIMANOEK ...	N. CHINA & AMOY	28th "	29th "	MACASSAR
TJISAROEA ...	BATAVIA	31st "	2nd Nov.	SHANGHAI
TJIKARANG ...	SHANGHAI	1st Nov.	4th "	BATAVIA
TJILEBOET ...	JAVA & M'CHAR.	9th "	11th "	S'HAI & NORTH CHINA
TJISALAK ...	N. CHINA & AMOY	10th "	12th "	BATAVIA
TJISAROEA ...	SHANGHAI	15th "	18th "	BATAVIA
TJITAROEM ...	N. CHINA & AMOY	24th "	26th "	MACASSAR & JAVA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon.
Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
10]

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "CITY OF BARODA" ... ... From Hongkong Via Suez Canal 5th Nov.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WEIR & Co., LONDON.)

Sailings from Hongkong

M.V. "FORRESBANK" ... From Hongkong Via Suez Canal 2nd half November.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "CITY OF PEKIN" ... ... From Hongkong 13th November. For Marseilles, London and Havre.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD.

Tel. Cent. 4791. [22

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. "JAVANESE PRINCE" ... ... 1st November, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince. King's Building. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 28th October.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to 8 destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574. YORK BUILDINGS, CHATER ROAD. [12

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NYANZA"	7,093	27th Oct., Noon	Singapore, Penang, Colombo & Bombay
"KHYBER"	9,114	30th Oct., Noon	Marseilles, Casa Blanca, London, Antwerp and Hull.
"ALIPORE"	5,273	8th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, Casa Blanca, London, Antwerp and Hull.
"DELTA"	8,097	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"NELLORE"	6,853	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPORE"	6,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"DEVANHA"	8,155	28th Jan.	Singapore, Penang, Colombo & Bombay.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"DELTA"	8,097	18th Feb.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHGAR"	9,005	12th March	Marseilles, London, Antwerp & Rotterdam.
"MONGOLIA"	16,504	19th March	Marseilles & London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	16th April	Marseilles, London and Antwerp.
"DELTA"	8,097	28th April	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,138	14th May	Marseilles, London and Antwerp.
"MOREA"	10,198	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKLIWA"	7,936	7th Nov.	Singapore, Penang and Calcutta.
"TAKADA"	6,949	14th Nov.	do.
"TILAWA"	10,000	23rd Nov.	do.
"TALAMBA"	8,018	31st Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"ARAFURA"	6,000	29th Oct., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	2nd Dec.	
"ST. ALBANS"	4,500	21st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,956	4th Mar.	
"ST. ALBANS"	4,500	1st April	

*Call at Kolambugan.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"DEVANHA"	8,155	28th Oct., 6 a.m.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	31st Oct., 10 a.m.	Shanghai, Moji & Kobe.
"MIRZAPORE"	6,715	1st Nov., 4 p.m.	Shanghai, Moji and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"TILAWA"	10,000	3rd Nov.	Moji and Kobe.
"NELLORE"	6,853	13th Nov.	Moji and Kobe.
"DELTA"	8,097	13th Nov.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	14th Nov.	Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	13th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,959	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAICHING ... ... Friday, 29th October, at 4 p.m.
HAIHONG ... ... Tuesday, 2nd November, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) *or vice versa* and Return by the same Steamer at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3]

CHINA NAVIGATION CO.,
LIMITED.

SWATOW & SHANGHAI	"SUIYANG"	On	28th Oct.,	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On	29th Oct.,	4 p.m.
BANGKOK	"KIANGSU"	On	30th Oct.,	6 a.m.
SHANGHAI & NEWCHWANG	"YINGCHOW"	On	31st Oct.,	6 a.m.
AMOY & SHANGHAI	"SINKIANG"	On	2nd Nov.,	6 a.m.
AMOY & SINGAPORE	"ANKING"	On	2nd Nov.,	6 a.m.
SWATOW & SHANGHAI	"SUNNING"	On	4th Nov.,	Noon.
NINGPO, SHANGHAI & TSINGTAU	"LINAN"	On	6th Nov.,	6 p.m.
HOIHOW & HAIPHONG	"TUAN"	On	6th Nov.,	Noon.
SHANGHAI & NEWCHWANG	"LIANGCHOW"	On	7th Nov.,	6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and *vice versa*, Have Now Been Reduced To

$60 SINGLE AND $90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
TELEPHONE CENTRAL 36. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	9th November	17th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
TELEPHONE: CENTRAL 36. Agents. [5

DODWELL & CO., LTD.

NEW-YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "WRAY CASTLE" ... ... Sails on or about 19th November.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

	From Hongkong.
M.V. "ESQUILINO"	Sails on or about 11th November.
S.S. "VENEZIA"	Sails on or about 9th December.
M.V. "ROMOLO"	Sails on or about 6th January, 1927.
M.V. "REMO"	Sails on or about 3rd February, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

	From Hongkong.
M.V. "VIMINALE"	Sails on or about 5th November.
M.V. "ESQUILINO"	Sails on or about 10th December.
S.S. "VENEZIA"	Sails on or about 7th January, 1927.
M.V. "ROMOLO"	Sails on or about 4th February, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... ... Sails from Calcutta 31st December.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BARODA"	Via Suez Canal	5th November.
S.S. "NINGCHOW"	Via Suez Canal	19th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

21

POST OFFICE NOTICE.

INWARD MAILS.

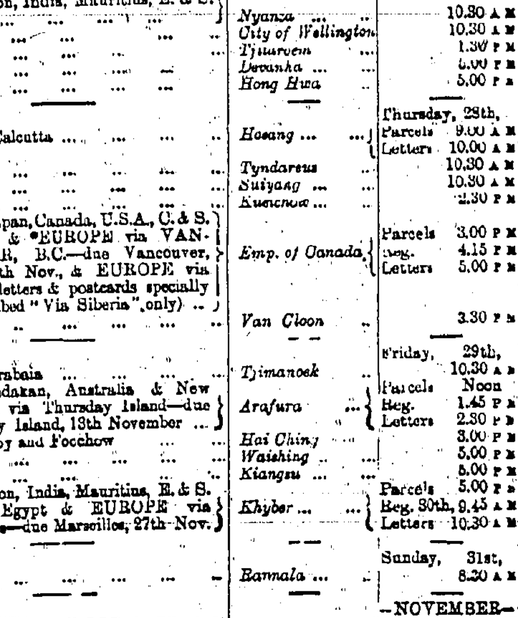
From	Per	Due
Japan	*Arafura*	27th Oct.
Straits	*Devanha* ...	27th Oct.
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Cleveland* ...	28th Oct.
Saigon	*Chambord* ...	28th Oct.
Shanghai	*Khyber*	29th Oct.
Straits	*Carllegien* ...	29th Oct.
Europe via Suez (letters & papers, London, 30th Sept., & parcels, 23rd Sept.)	*Karmala*	30th Oct.
	Szechuen	30th Oct.
Shanghai	*Kashima Maru* ...	31st Oct.
Straits	*Tanda*	1st Nov.
Australia and Manila	*Mirzapore* ...	1st Nov.
Straits		

OUTWARD MAILS.

For	Per	Date
		Wednesday, 27th.
Straits, Ceylon, India, Mauritius, E. & S. Africa	*Nyanza*	10.30 A M
Manila	*City of Wellington* ...	10.30 A M
Amoy	*Tjimanoek* ...	1.30 P M
Shanghai	*Devanha*	5.00 P M
Amoy	*Hong Hwa* ...	5.00 P M
		Thursday, 28th.
Straits and Calcutta	*Hosang*	Parcels 9.00 A M; Letters 10.00 A M
*Japan	*Tyndareus* ...	10.30 A M
Swatow	*Sutyang*	10.30 A M
Wei Hai Wei	*Kuencnow* ...	2.30 P M
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 15th Nov., & EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only) ...	*Emp. of Canada* ...	Parcels 3.00 P M; Reg. 4.15 P M; Letters 5.00 P M
Straits	*Van Cloon* ...	3.30 P M
		Friday, 29th, 10.30 A M
Java via Sourabaia	*Tjimanoek* ...	Parcels Noon
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 13th November ...	*Arafura*	Reg. 1.45 P M; Letters 2.30 P M
Swatow, Amoy and Foochow	*Hai Ching* ...	3.00 P M
Shanghai	*Waisbing*	5.00 P M
Bangkok	*Kiangsu*	5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 27th Nov.	*Khyber*	Parcels 5.00 P M; Reg. 30th, 9.45 A M; Letters 10.30 A M
		Sunday, 31st, 8.30 A M
Shanghai	*Bannala*	
		NOVEMBER— Monday, 1st,
Shanghai, Japan & EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only) ..	*Kashima Maru* ...	10.30 A M
Shanghai & Japan	*Mirzapore*	2.30 P M
Amoy	*Sinkiang*	5.00 P M
		Tuesday, 2nd, 12.30 P M
Sandakan	*Hirsang*	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles 1st Dec. ...	*Rhexenor* ...	Reg. 1.45 P M; Letters 2.30 P M
		Wednesday, 3rd, 8.30 A M
Hoihow and Haiphong	*Mingsang* ...	
		Thursday, 4th, 10.30 A M
Swatow	*Suaning*	
		Friday, 5th, 3.30 P M
Shanghai	*Foosbing*	5.00 P M
Japan	*Fook Sang* ...	
		Monday, 8th,
Straits and Calcutta	*Kumsang* ...	Parcels Noon; Letters 1.00 P M
		Saturday, 13th,
Sandakan	*Mausang*	12.30 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE



LONDON SERVICE.

"RHEXENOR" 2nd Nov. Mars., Casablanca, L'don., Hull, B'dam. & Hamburg.
"ANTENOR" 17th Nov. Mars., L'don., B'dam. & Glasgow.
"PYRRHUS" 30th Nov. Mars., L'don., B'dam. & Hamburg.
"HECTOR" 15th Dec. Mars., L'don., B'dam. & Glasgow.

LIVERPOOL SERVICE.

"BELLEROPHON" 1st Dec. Havre, Liverpool & Glasgow.
"TITAN" 20th Dec. Genoa, Havre and Liverpool.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"TYNDAREUS" 28th Oct. Victoria, Vancouver & Seattle.
"PROTESILAUS" 25th Nov. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"NINGCHOW" 19th Nov. New York, Boston & Baltimore.
"YANGTSZE" 17th Dec. New York, Boston & Baltimore.

PASSENGER SERVICE.

"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 15th Dec. Singapore, Marseilles & London.
"AENEAS" 11th Jan. Singapore, Marseilles & London.
"SARPEDON" 9th Feb. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
Hon. Mr. A. O. LANG, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager: A. H. BARLOW, Esq.

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	Kuala Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei Patani
Foochow	Malacca	Tientsin
Haiphong	Manila	Tokyo
Hamburg	Moukden	Yokohama
Hankow	Nagasaki	Tsingtao
Harbin	New York	

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.

Hongkong, 27th May, 1926. [2

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtze	Shanghai
Djibouti	Noumea	Singapore
FortBayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Vœux Road Central.

AUTHORIZED CAPITAL $10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND 1,200,000

BRANCHES AND AGENCIES.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.
Established 1912.

AUTHORIZED CAPITAL ...£1,200,000
PAID UP CAPITAL £1,082,925
SILVER RESERVE FUND $ 700,000
Branches:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.
Correspondents in all Principal Cities of the World.
London Bankers:—THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.

LOOK POON SHAN,
Chief Manager.

27]

COMMERCIAL.

OPENING QUOTATIONS.

October 26th, 1926.

ON LONDON.—	
Telegraphic Transfer	1/10⅛
Bank Bills, on demand	1/10 7/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/10⅛
Credits, at 4 months' sight	1/11 7/16
Documentary Bills, 4 months' sight	1/11 9/16
ON PARIS.—	
Bank Bills, on demand	1,440 nom.
Credits, 4 months' sight	1,460 nom.
ON NEW YORK.—	
Bank Bills, on demand	45⅞
Credits, at 60 days' sight	46⅛
ON BOMBAY.—	
Telegraphic Tranfer	125¼
Bank Bills, on demand	125¼
ON CALCUTTA.—	
Telegraphic Transfer	125¼
Bank Bills, on demand	125¼
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	92¼
ON MANILA.—On demand	90
ON SINGAPORE.—On demand	80⅛
ON BATAVIA.—On demand	112
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	99⅛
SOVEREIGN, Bank's Buying rate	$10.43
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	24 9/16

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,350,000

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala Lumpur	Rangoon
Colombo	Kuantan	Shanghai
Delhi	(Pahang)	Simla
Galle	Madras	Singapore
Hongkong	New York	Sourabaya
Howrah		

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital .....Frs. 20,000,000
Reserves .....Frs. 11,160,000
Special Working Capital .....Frs. 50,000,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

BANKERS:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.
(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
HONGKONG BRANCH.

5, Des Vœux Road, Central.
Hongkong, 11th May, 1926. [27

Three Castles Cigarettes.

The Cigarette of Quality
COOL & FRAGRANT

This advertisement is issued by the British-American Tobacco Co. (China) Ltd A-190

THE BANK OF CHINA.
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEKING.
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

TSUYEE PEI,
Manager.

Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders	150,000,000 (£12,500,000)
Paid-up Capital	,,	80,000,000 (£6,666,670)
Reserve Fund	,,	21,117,340 (£1,759,778)
Special Reserves	,,	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.
BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
LONDON BANKERS:—NATIONAL PROVINCIAL BANK, LTD.
Correspondents all over the World.
BANKING BUSINESS OF EVERY DESCRIPTION.

J. C. MAASSEN,
Acting Manager.

24]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) .....Yen 100,000,000
Reserve Fund .....Yen 89,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien	Nagoya	Sydney
(Mukden)	Newchwang	Tientsin
Hamburg	Osaka	Tokyo
Hankow	New York	Tsinanfu
Harbin	Peking	Tsingtao
Honolulu	Rio de Janeiro	Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th Sept., 1926. [35

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES.

ALOR STAR (Malay States)	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SEREMBAN
BOMBAY	KOBE	SHANGHAI
CALCUTTA	KUALA LUMPUR	SINGAPORE
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS	TAIPING (F.M.S.)
CEBU	MANILA	TAVOY
COLOMBO	MEDAN	TIENTSIN
DELHI	NEW YORK	TOKYO
HAIPHONG	PEKING	TSINGTAO
HAMBURG	PENANG	YOKOHAMA
HANKOW	PESHAWAR	ZAMBOANGA (Philippine Islands).
HONGKONG	PUKET	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, August 1st, 1926. [30

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

BRANCHES:
SHANGHAI

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO., OF N.Y.
38] D. M. BIGGAR, Manager.

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL £2,594,160
RESERVE FUND £160,000
HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS,
Manager,
Prince's Buildings, Chater Rd.,
36] Hongkong.

To the Publisher
"HONGKONG WEEKLY PRESS"
1A, CHATER ROAD, HONGKONG.

Please send me the "HONGKONG WEEKLY PRESS" from _____ 1926 to _____ addressed as follows:—

Printed and Published by OLIVER THOMAS BREAKSPEAR, for the HONGKONG DAILY PRESS, LTD., at 1A, Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C. 4.